



Maryland Department of Transportation  
State Highway Administration

Federal Highway Administration



PUBLIC HEARING TRANSCRIPT

MD 140 (Westminster)

From Market Street to Sullivan Road

Tuesday, October 26, 2004

Carroll County

MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

LOCATION/DESIGN PUBLIC HEARING

MD 140 WESTMINSTER  
TRANSPORTATION IMPROVEMENT STUDY  
FROM MARKET STREET TO SULLIVAN ROAD

OCTOBER 26, 2004

5:30 p.m.

Henry C. Evans Armory  
350 Hahn Road  
Westminster, MD 21157

RS

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1 MR. BOB FISHER:

2 Good evening, ladies and gentlemen. I  
3 am Bob Fisher, District Engineer for the State  
4 Highway Administration in District 7, which  
5 includes Carroll, Frederick and Howard Counties. I  
6 will be the hearing officer this evening.  
7 Tonight's hearing is being held by the Maryland  
8 State Highway Administration. I would like to  
9 welcome you to this Location and Design Public  
10 Hearing for the MD 140 Transportation Improvement  
11 Project.

12 The purpose of this hearing is to  
13 acquaint you with the project and to provide an  
14 opportunity for all interested persons to present  
15 their views regarding the proposed location and  
16 design of the alternates under consideration. I  
17 do need to stress that these alternates are under  
18 consideration.

19 Please direct your attention to the  
20 brochure that has been prepared for your  
21 information. If you have not yet received one,  
22 copies are available from the receptionist where  
23 we came in.

1           The brochure summarizes the information  
2 related to this project and includes descriptions  
3 of the proposed improvements as well as an  
4 Environmental Study. Please review this brochure  
5 to aid in your understanding of tonight's  
6 presentation. I am pleased now to introduce  
7 representatives from Maryland State Highway  
8 Administration who will participate in this  
9 evening's hearing.

10           To my right is Carmeletta Harris, the  
11 Project Manager. Good evening, Carmeletta. Thank  
12 you. Patricia Green, the Environmental Manager.  
13 To my left is Mr. Patrick Minnick, the Right-of-  
14 Way Chief for District 7, and Mr. Toney Dixon, the  
15 Equal Opportunity Officer.

16           The names, addresses and telephone  
17 numbers of the Project Planning Team are listed in  
18 your brochure. The Project Team is available to  
19 answer questions or provide information to  
20 individuals or groups at their display in the  
21 back.

22           At this time, I would like to invite any  
23 elected officials to stand for recognition.

1 Mayor Dayhoff and Delegate Stocksdale, good  
2 evening. Thank you for joining us.

3 A formal notice was published in the  
4 newspapers and listed in the brochure and public  
5 service announcements were also sent to the radio  
6 stations serving this area. In addition to the  
7 advertisements, brochures were sent to those on  
8 the mailing list.

9 Interested groups and individuals who  
10 are not already on the mailing list, are  
11 encouraged to submit their names to our  
12 receptionist. The list will be used to notify you  
13 of any subsequent public involvement, and for your  
14 distribution of project information.  
15 This evening's proceedings are being recorded.  
16 The official transcript of this public hearing  
17 will become part of the project record. The  
18 transcript will be available in approximately  
19 eight weeks following the hearing for review and  
20 copying at the State Highway Administration  
21 District 7 Office in Frederick, at the State  
22 Highway Administration Headquarters in Baltimore,  
23 at the Taneytown Branch Library, at the

1 Westminster Branch Library and also at the SHA  
2 Westminster Shop.

3 Please confirm the availability of the  
4 transcript by contacting either me or Ms. Harris.  
5 The phone numbers are listed in the brochure.  
6 Written comments and materials for inclusion in  
7 the transcript will be accepted until November 26,  
8 2004. Comments can also be submitted after this  
9 date for consideration in the project decisions.

10 The Maryland State Highway  
11 Administration's Highway Development Process  
12 consists of four distinct phases: The Project  
13 Planning Phase; the Engineering or Final Design  
14 Phase; the Right-of-Way Acquisition Phase; and the  
15 Construction Phase.

16 Funding for this project has been  
17 programmed for the Project Planning Phase only.  
18 The Final Design, Right-of-Way Acquisition and  
19 Construction Phases are not currently funded. The  
20 Project is currently in the Detailed Study Stage  
21 of Project Planning. During Project Planning the  
22 location and general design features along with  
23 the environmental impacts are identified, and

1 current activities including engineering and  
2 environmental studies, coordination with other  
3 state and federal agencies and public involvement.

4 The results of our studies will be  
5 summarized for you this evening. Following the  
6 Project Planning Phase is the Engineering or Final  
7 Design Phase. During this phase, construction  
8 drawings are prepared and final right-of-way  
9 requirements are determined. We are not near that  
10 yet. The Right-of-way Acquisition Phase usually  
11 begins about halfway through the Design Phase.  
12 Representatives from our Office of Real Estate are  
13 available tonight. I've introduced Mr. Patrick  
14 Minnick to you tonight to answer questions  
15 regarding these procedures. Construction can only  
16 begin after the Final Design Phase is completed  
17 and the Right-of-Way has been acquired.

18 The Project is included in the Secondary  
19 Development and Evaluation Section of the Maryland  
20 Department of Transportation's Consolidated  
21 Transportation Program for Fiscal Years 2004  
22 through 2009. Ms. Carmeletha Harris will now  
23 describe the Project and the Alternates that are

1 being considered for the Proposed MD 140  
2 Westminster Transportation Improvement Project.  
3 Carmeletta?

4 MS. CARMELETTA HARRIS:

5 Thank you, Bob. The focus of tonight's  
6 hearing is the proposed MD 140 Westminster  
7 Transportation Improvement Project. The purpose  
8 of this study is to develop transportation options  
9 to meet the future travel demands along MD 140 and  
10 improve future transportation operations, capacity  
11 problems, and overall accessibility with the  
12 Project limits.

13 It should be noted that the development  
14 of the bypass concept is not a part of the State  
15 Highway Administration Project; and, therefore, is  
16 not the subject of tonight's hearing. Our  
17 attention tonight is on the MD 140 Westminster  
18 Transportation Improvement Project, and we invite  
19 your comments on these improvements.

20 The existing posted speed limit on MD  
21 140 is 45 miles per hour. Through most of the  
22 study area, MD 140 consists of a six-lane, divided  
23 highway, with 12-foot wide travel lanes and 10 to

1 12-foot wide shoulders. The number of lanes  
2 increases at intersections to provide for right  
3 and left turn lanes. The bridge that carries MD  
4 140 over MD 27 and the Maryland Midland Railroad  
5 consists of three 11-foot lane wide lanes with  
6 little to no shoulder. Currently, this bridge is  
7 under construction. In addition, there is an  
8 auxiliary lane in each direction (eastbound and  
9 westbound) to accommodate access to and from the  
10 businesses along MD 140.

11 A Public Workshop was held in February,  
12 2003 to familiarize local citizens with the  
13 Project Planning Study, and to present the  
14 Alternates being considered. Of the six  
15 Alternates analyzed on preliminary study, four  
16 Alternates have been selected for further detailed  
17 analysis.

18 A summary of the Engineering and  
19 Environmental Analysis for these options is being  
20 presented here tonight. After the alternates were  
21 selected for detailed analysis, a fifth Alternate,  
22 (Alternate 7) was introduced. Alternate 7 was  
23 introduced based on a new operational design

1 concept which was recommended for consideration in  
2 the MD 140 corridor. I will now describe the  
3 alternates.

4 **Alternate 1, No-Build.**

5 The No-Build Alternate consists of no  
6 major improvements. Minor short-term improvements  
7 would occur as part of normal maintenance and  
8 safety projects in the study area. This Alternate  
9 requires no impacts or displacements within the  
10 project limits. This Alternate requires no  
11 additional cost of impact to the environment.

12 **Alternate 2.**

13 The Transportation System  
14 Management/Transportation Demand Management  
15 (TSM/TDM) Alternate consists of a series of modest  
16 improvements throughout the corridor to address  
17 the areas with greatest need at specific locations  
18 or segments of the roadway. This Alternate also  
19 includes widening the outside lanes in each  
20 direction to 16 feet to accommodate on-road  
21 bicyclists, and a five-foot sidewalk and improved  
22 pedestrian crossings throughout the study area.

23 The TSM/TDM improvements generally could



1 be constructed with relatively low costs and  
2 impacts. The most extensive intersection  
3 improvements included in the TSM/TDM Alternate  
4 would take place at the Center Street and Malcolm  
5 Drive intersections which have been identified as  
6 the most congested in the corridor. Minor  
7 intersection improvements have also been  
8 identified for Englar Road.

9           Transportation System Management  
10 features throughout the corridor include signal  
11 timing and signal optimization, and access  
12 consolidation at properties with multiple access  
13 points on MD 140. Transportation Demand  
14 Management measures include the consideration of  
15 Park and Ride Lots, Intelligent Transportation  
16 Systems (ITS) measures, staggered or flexible work  
17 hours programs and telecommuting centers, where  
18 applicable. This Alternate displaces four  
19 businesses. The cost of this Alternate ranges  
20 from 65 to 75 million dollars.

21           **Alternate 5, Single-Point Urban**  
22 **Interchanges (SPUI).**

23           The Single-Point Urban Interchanges

1 Alternate includes a Single Point Urban  
2 Interchange (SPUI) configuration at Englar Road,  
3 Center Street, and Malcolm Drive. While similar  
4 to traditional diamond Interchanges, the Single-  
5 Point Urban Interchange ramps curve inward and  
6 meet at a single traffic signal on the bridge,  
7 allowing opposing left turning movements to occur  
8 simultaneously.

9 Alternate 5 also proposes a system of  
10 one-way service roads to separate local and  
11 through traffic and preserve access to properties  
12 along MD 140 between Malcolm Drive and Center  
13 Street. The service roads would maintain a 16-  
14 foot outside lane to accommodate on-road  
15 bicyclists, as well as five-foot sidewalks and  
16 improved pedestrian crossings throughout the  
17 project limits. Gorsuch Road and Cranberry Street  
18 and Ralph Street would be converted to right-in  
19 and right-out access to the service roads. Texas  
20 U-Turn Lanes would be introduced near the  
21 intersection of Center Street and Malcolm Drive to  
22 accommodate traffic currently turning left at the  
23 intersections of Gorsuch Road, Cranberry Street

1 and Ralph Street. This Alternate displaces 29  
2 businesses and one residence. The cost of this  
3 Alternate ranges from 215 to 230 million dollars.

4 **Alternate 6, Half Bridge Alternate.**

5 With the Half Bridge Alternate, only the  
6 westbound through lanes of MD 140 would be carried  
7 under Malcolm Drive and Center Street, while the  
8 eastbound lanes would remain at-grade with the  
9 existing intersection. At the Englar Road  
10 Interchange, MD 140 eastbound through lanes would  
11 be carried under Englar Road, while the westbound  
12 lanes would be kept at existing grade. Between  
13 Center Street and Malcolm Drive, an at-grade  
14 westbound service lane has been included to  
15 provide access to the MD 27 Interchange and  
16 existing businesses.

17 This Alternate would also include a 16-  
18 foot wide outside curb lane for on-road  
19 bicyclists, five-foot sidewalks and improved  
20 pedestrian crossings. This Alternate impacts  
21 twenty-five businesses and one residence. The  
22 cost of this Alternate ranges from 190 to 205  
23 million dollars.

1                   **Alternate 7, Continuous Flow**  
2                   **Intersection (CFI).**

3                   Alternate 7 is designed to move the left  
4                   turn conflicts out of the main intersection. This  
5                   is accomplished by crossing the left turning  
6                   traffic and the oncoming through traffic at a  
7                   signalized left turn bay placed several hundred  
8                   feet prior to the intersection. Traffic from this  
9                   left turn bay is fed into a special "continuous  
10                  flow intersection leg", which in turn empties into  
11                  the cross street at the main signalized  
12                  intersection. The signals at the left turn bay  
13                  and the main intersection are operated by a single  
14                  controller and coordinated to provide smooth  
15                  traffic flow.

16                 Alternate 7 includes a continuous flow  
17                 intersection leg for eastbound and westbound  
18                 traffic at the intersections of Englar Road,  
19                 Center Street, and Malcolm Drive and a continuous  
20                 flow intersection leg for westbound traffic only  
21                 at Market Street.

22                 All of the remaining intersection  
23                 improvements identified are the same as Alternate

1 2 improvements. This alternate impacts six  
2 businesses. The cost of this alternate ranges  
3 from 100 to 100 million dollars.

4 Following the Hearing, the Study Team  
5 will do further analysis and consider comments  
6 received from regulatory agencies, local officials  
7 and the public. It is possible the selected  
8 Alternate could be a combination of elements from  
9 two or more Alternates. For example, the  
10 Continuous Flow Intersection Alternate could be  
11 combined with the Single Point Urban Interchange,  
12 the Half Bridge concept or the TSM/TDM Alternate.

13 This concludes the Alternates  
14 descriptions. Ms. Patricia Green will now present  
15 the environmental overview of the project.  
16 Patricia.

17 MS. PATRICIA GREEN:

18 Thank you, Carmeledda. Good evening,  
19 ladies and gentlemen. The environmental impacts  
20 associated with each Alternate are included in the  
21 Summary of Impacts and Costs Table located in your  
22 brochure.

23 Detailed environmental analyses were

1 performed on the Alternates retained for detailed  
2 study to identify the extent of impacts to  
3 natural, cultural, and socio-economic resources  
4 within the study area.

5 The study area is currently comprised of  
6 a mixture of commercial, residential, parkland,  
7 institutional, agricultural, educational,  
8 industrial, and open urban uses with the majority  
9 of the existing land use being commercial. The  
10 Build Alternates being considered with the MD 140  
11 project are consistent with the Carroll County  
12 Land Use Plan adopted for the study area.

13 The Plan indicates that commercial land  
14 uses will continue to dominate the corridor in the  
15 future. Agricultural land located at the southern  
16 end of the project area is proposed for conversion  
17 to suburban residential and industrial uses. Open  
18 urban land within the MD 140/MD 27 Interchange is  
19 planned for conservation.

20 The study area is located within the  
21 Carroll County Certified Priority Funding Area;  
22 and, therefore, the proposed improvements are  
23 consistent with the State of Maryland's Smart

1 Growth Initiative. Right-of-Way impacts range  
2 from 21 to 31 acres for each of the Build  
3 Alternates. Between four and 29 businesses may be  
4 displaced. One residential relocation may be  
5 required if Alternates 5 or 6 are selected. The  
6 proposed Build Alternates will require a maximum  
7 of one and one half acres of right-of-way from one  
8 religious institution, St. John's Church, located  
9 east of Sullivan Road.

10 Although minority and low-income  
11 populations have been identified in communities  
12 adjacent to the immediate project area, no  
13 disproportionately high or adverse effects are  
14 anticipated as a result of any of the proposed  
15 Build Alternates.

16 Impacts to woodlands are estimated to  
17 range from 1.2 acres with Alternate 2 to 4.3 acres  
18 with Alternate 7.

19 The west branch of the Patapsco River  
20 and several unnamed tributaries are located within  
21 the project area and drain into the Patapsco River  
22 Basin. Stream impacts range from approximately  
23 111 to 197 linear feet, and wetland impacts would

1 be less than a tenth of an acre with any of the  
2 proposed Build Alternates.

3 Permits would be required from the U.S.  
4 Army Corps of Engineers and the Maryland  
5 Department of the Environment for wetlands and  
6 stream impacts.

7 Stormwater management and sediment and  
8 erosion control plans to minimize impacts to water  
9 quality will be developed in accordance with the  
10 Maryland Department of the Environment  
11 regulations. These plans would include measures  
12 to address both quality and quantity controls.

13 Detailed air and noise analyses are  
14 completed for this project. The state and  
15 national ambient air quality standards for carbon  
16 monoxide will not be exceeded with any of the  
17 proposed build alternates. This MD 140 project  
18 meets the Transportation Conformity Requirements  
19 of the Federal Clean Air Act.

20 The result of the noise analyses  
21 indicated that the projected 2025 design year  
22 noise levels approach or exceed the Federal  
23 Highway Administrations's Noise Abatement criteria



1 at four noise sensitive areas associated with the  
2 build Alternates. In accordance with State  
3 Highway Administration's Sound Barrier Policy  
4 criteria, noise abatement measures will be  
5 considered further at two of the impacted noise  
6 sensitive areas. A final determination on the  
7 feasibility and reasonableness of noise abatement  
8 measures at these two impacted noise sensitive  
9 areas will be made after the State Highway  
10 Administration has identified the selected  
11 Alternate and additional design information is  
12 available.

13 This concludes the environmental  
14 overview. Mr. Patrick Minnick, of the State  
15 Highway Administration's District 7 Right-of-Way  
16 Office in Frederick, will now describe the  
17 procedures by which private property is acquired  
18 for highway projects. Pat.

19 MR. PATRICK MINNICK:

20 Thank you, Patricia. Good evening,  
21 ladies and gentlemen. Property acquisition for  
22 this project will be managed by the Office of Real  
23 Estate, District 7 Right-of-Way Office, located in

1 Frederick. The procedures for acquiring Right-of-  
2 Way by the State Highway Administration differs  
3 somewhat from the normal real estate transactions  
4 between individuals. The State Highway  
5 Administration is required to secure at least one  
6 appraisal on each affected property, and to offer  
7 the owners the amount determined by the State  
8 Highway Administration to be just compensation for  
9 the property rights to be acquired.

10 Each property owner would be provided an  
11 opportunity to accompany the appraiser when he or  
12 she inspects the property. After just  
13 compensation is established, the Right-of-Way  
14 agent would meet with each property owner to  
15 discuss the acquisition and how the construction  
16 would affect your property. At that time the  
17 agent would also answer your questions and explain  
18 the offer.

19 Most of our purchases are resolved  
20 following this procedure. However, if the State  
21 and the property owner cannot reach an agreement  
22 through negotiations, the rights of the property  
23 owner would be protected by acquiring the property

1 rights through the eminent domain process. This  
2 process provides a means for the property owner's  
3 point of view to be heard and permits the amount  
4 of just compensation to be established by either a  
5 Board of Property Review, a judge, or a jury,  
6 based on testimony given on behalf of both the  
7 owner and the state.

8 In addition to the amount of money paid  
9 for the property, the state's Relocation  
10 Assistance Program will provide advisory  
11 assistance and may provide certain monetary  
12 payments to tenants, homeowners, and businesses  
13 who must relocate.

14 "Your Land and Your Highways" booklets  
15 have been placed on the receptionist's table for  
16 you. The booklet explains the procedures used by  
17 the State Highway Administration for acquiring  
18 Right-of-Way. Detailed Right-of-Way information  
19 for each Alternate is shown in the Summary of  
20 Alternates in the project brochure. I will be  
21 available following the hearing to answer any  
22 specific questions that you may have regarding the  
23 proposed acquisition of properties for this

1 particular project.

2 If at a later date questions arise,  
3 please feel free to contact me at my office in  
4 Frederick. My address and phone number may be  
5 found in the brochure or in the booklet entitled,  
6 "Your Land and Your Highways". Mr. Toney Dixon  
7 will now summarize the Department's Title VI  
8 Program. Toney?

9 MR. TONEY DIXON:

10 Thank you, Patrick. Good evening,  
11 ladies and gentlemen. My name is Toney Dixon. I  
12 am an Equal Opportunity Officer from the Office of  
13 Equal Opportunity, State Highway Administration.  
14 I'm here today to explain the significance of  
15 Title VI and Executive Order 12898, The  
16 Environmental Justice Act, as they relate to this  
17 public hearing. Title VI is an amendment of the  
18 Civil Rights Act of 1964 which prohibits  
19 discrimination on the basis of race, color,  
20 national origin, in any program receiving federal  
21 financial assistance. Supplemental legislation  
22 also prohibits discrimination on the basis of sex,  
23 age, religion, physical and/or mental handicap.

1 To assure compliance with this important mandate,  
2 the State Highway Administration has established a  
3 Title VI Unit. To date, each of the State Highway  
4 Administration offices involved in this process  
5 has complied with this mandate.

6 It is the Title VI Unit's responsibility  
7 to make sure that all aspects of the MD 140  
8 Westminster Transportation Project are completed  
9 in a nondiscriminatory manner, from the initial  
10 planning phases through the actual construction of  
11 the project.

12 The purpose of the Environmental Justice  
13 Executive Order is to identify and address  
14 disproportionately high and adverse health and  
15 environmental effects on minority populations or  
16 low-income populations. An important objective of  
17 this Executive Order is to encourage public  
18 participation of these groups in the planning  
19 process.

20 I am requesting your participation in  
21 assisting us with our compliance efforts to ensure  
22 that all phases of the transportation process are  
23 carried out successfully. For more specific

1 information concerning the Title VI legislation  
2 and Environmental Justice, I refer you to  
3 brochures which are on the receptionist's table.  
4 However, if you feel that you have been the  
5 recipient of any discriminatory treatment, you may  
6 address your concerns in writing to Ms. Jennifer  
7 Jenkins, Director of the Office of Equal  
8 Opportunity, at the address listed in the  
9 brochure. I will now turn the hearing back over  
10 to Mr. Bobby Fisher.

11 MR. BOB FISHER:

12 Thank you, Toney. This concludes our  
13 formal presentation. What we would like to do  
14 this evening since this is a Public Hearing, and  
15 it's being recorded, we would appreciate it if you  
16 would turn off any pagers or cell phones because  
17 they do have a habit of overriding the voice on  
18 the recording. It's very difficult to tell what  
19 individuals are saying with our public testimony  
20 this evening, if you had not notified the  
21 receptionist that you wish to speak. We will call  
22 people to testify in the order that they signed  
23 up. Please come to the microphone which is in the

1 center of the floor here. Speak clearly. Please  
2 give your name and who you represent if you are  
3 with a local group. There is a court reporter in  
4 the back. If you do not wish to testify publicly,  
5 you can have the court reporter in the back of the  
6 room do that privately.

7 In addition, to those of you who wish to  
8 send in written comments, there are forms that are  
9 in your brochure for that purpose.

10 The State Highway Department is  
11 interested in hearing your views this evening  
12 regarding this project either as an individual or  
13 as a representative of an organization or group.  
14 We will not be answering questions. We will be  
15 taking testimony this evening. If you have  
16 individual questions, we do have staff at the back  
17 at the display stands to answer those questions.

18 Again, please remember that the meeting  
19 is being recorded. Please speak clearly, give your  
20 name and address and the organization you may  
21 represent.

22 At this time we welcome any elected  
23 officials who wish to speak. Mayor Dayhoff?

1 MAYOR KEVIN DAYHOFF:

2 While Mr. Horn is coming forward, I have  
3 been working on the Board of Education and the  
4 Board of Carroll County Commissioners to provide  
5 food at these things, so that Sgt. Major, maybe  
6 you could work with us on that in the future.  
7 Doughnuts or just something like that. I think  
8 that would work out fine. That's okay with you,  
9 isn't it? I'm Westminster Mayor Dayhoff.

10 MR. STEVE HORN:

11 Steve Horn, Planning Director for  
12 Carroll County.

13 MAYOR DAYHOFF:

14 The Mayor and Council of the City of  
15 Westminster, the Carroll County Commissioners, and  
16 our staff have worked very hard and worked  
17 together very closely. We've worked in a  
18 cooperative fashion in order to come by what we  
19 believe is in the best interest of the community  
20 and the best interest of everyone involved to move  
21 forward with this project.

22 We're going to put together a formal  
23 letter at a later point in time, and then we'll



1 submit that. We just have a few thoughts that we  
2 want to share with you this evening as far as  
3 submitting joint comments regarding preferred  
4 alternatives for future capacity improvements to  
5 MD 140.

6 We really applaud <sup>5 K<sup>th</sup></sup> you for having these  
7 hearings, and it's good to see a lot of folks from  
8 the community here this evening. As everyone here  
9 is aware, the critical role of MD 140 plays in  
10 economic vitality of the county is exhibited in  
11 the present and future traffic volumes that now  
12 require action to improve the corridor. These  
13 improvements present an excellent opportunity to  
14 accommodate projected increases in regional  
15 traffic while enhancing the functionality of the  
16 corridor for local residents and businesses.

17 The opportunity that we have before us  
18 in this point in time must certainly be balanced  
19 with the functional limits of the proposed  
20 alternatives and the fiscal realities facing the  
21 State. The Commissioners and the Mayor and  
22 Council of the City of Westminster support  
23 comprehensive transportation system management

1 programs throughout the corridor. We believe that  
2 TSM would avoid the tremendous expense and adverse  
3 impacts to character and access associated with  
4 grade-separated Interchanges at Englar Road and  
5 Center Street. We agree that grade intersections  
6 are in order at Center and Route 140 and at Englar  
7 and Route 140 which is Alternate 2. We support  
8 grade separations or as is referred to in the  
9 study, a Single-Point Urban Interchange at Malcolm  
10 Drive and Route 140 which is Alternate 5.

11 The intersection of Malcolm Drive and  
12 Route 140 serves two state roads and supports the  
13 highest traffic volume in the county and provides  
14 direct access to alternate routes that reduce  
15 local traffic on Route 140 throughout the study  
16 area. This includes the proposal that has been  
17 suggested of extending Malcolm Drive up to Route  
18 27.

19 We believe that these improvements are  
20 cost effective. We believe that this mix and  
21 match approach to all the Alternates that have  
22 been proposed does not change the character of the  
23 corridor. We believe that they minimize impacts

1 to businesses. We believe that they minimize  
2 impacts to city streets. We believe that they  
3 facilitate maximum emergency response.

4 The Commissioners and the Mayor and  
5 Council of the City of Westminster appreciate the  
6 state's continued commitment to improving Route  
7 140, and we look forward to working with the state  
8 to realize a functionally balanced and financially  
9 feasible series of improvements to MD 140  
10 corridor.

11 Steve, maybe you can add a few things to  
12 that because we are still working very  
13 cooperatively on this. We look forward to getting  
14 you a document at a later point in time.

15 MR. STEVE HORN:

16 Thank you, Mayor Dayhoff. I understand  
17 that the record is open through November 26 so we  
18 will be preparing a joint statement from the City  
19 Council and the County Commissioners basically  
20 reflecting the Mayor's comments this evening.

21 MR. BOB FISHER:

22 Thank you, Mr. Horn. Thank you, Mr.  
23 Mayor. We have nine individuals registered to

1 speak this evening. We will start with the first  
2 one, Ms. Bonnie Grady.

3 MS. BONNIE GRADY:

4 Good evening. I'm Bonnie Grady,  
5 President and CEO of the Carroll County Chamber of  
6 Commerce. As the State Highway Administration is  
7 well aware, the Carroll County Chamber of Commerce  
8 strongly supports Alternate 2 which completes  
9 long-planned improvements in the final phase of  
10 Alternate 2. The Chamber vehemently opposes  
11 Alternate 5 and Alternate 6 or any variation of  
12 Alternates designed to handle all of the projected  
13 future traffic volumes on Baltimore Boulevard, the  
14 existing MD 140, in the absence of a bypass. The  
15 Chamber has made its position and the reason for  
16 its position known to the delegation, the County  
17 Commissioners and the City of Westminster, as well  
18 as to the State Highway Administration.

19 On behalf of the Chamber, I appear here  
20 tonight to reaffirm that position for the hearing  
21 record. I am providing, for your hearing record,  
22 a copy of the Carroll County Chamber's official  
23 position statement along with a copy of the

1 chronology of planning for MD 140 developed by our  
2 Transportation Committee. I respectfully ask that  
3 you make these a part of your hearing record, and  
4 give our concerns and our position serious and  
5 careful consideration in making final decisions in  
6 this matter. Thank you.

7 MR. BOB FISHER:

8 Thank you, Ms. Grady. Our next speaker  
9 is Dean Kamlin.

10 MR. DEAN KAMLIN:

11 Good evening. My name is Dean Kamlin.  
12 I am an architect. I have an office on Main  
13 Street which is not directly affected by this  
14 plan, but I believe it would be indirectly  
15 affected depending on which Alternative is  
16 selected.

17 I know Ms. Harris said that Westminster  
18 bypass is not a part of tonight's hearing, but I  
19 would like to urge the County Commissioners to  
20 place the Westminster bypass back in the Master  
21 Plan for the county. I don't think that any of  
22 these alternatives are complete without having  
23 that alternative also. Thank you.

1 MR. BOB FISHER:

2 Thank you, Mr. Kamlin. Mr. Ed  
3 Zimmerman?

4 MR. ED ZIMMERMAN:

5 Good evening. My name is Ed Zimmerman.  
6 I'm here on behalf of the 7-Eleven Corporation. I  
7 was here last July when the alternatives were on  
8 the table. At that time, the bypass had not been  
9 ruled out. With what I'm seeing tonight,  
10 including the addition of an Alternate 7 which  
11 wasn't on the table before, I see doom for the 7-  
12 Eleven store in all except the No-Build or  
13 Alternate 2.

14 Now, in Alternate 2, we would lose two  
15 of the three driveways we have. One is on Center  
16 Street, and we have a right in and right out on MD  
17 140. Plan 2 shows that as being consolidated as  
18 an in and out, both on 140, widening the driveway  
19 a little bit. That may help the store survive for  
20 a while, but I also feel that it looks dangerous  
21 at least on the drawings.

22 We haven't seen the engineering, and I  
23 certainly didn't try to scale something out

1     tonight. Let me go on record as recognizing that  
2     things don't look real good for 7-Eleven there. We  
3     have been there for 20 years. We were there  
4     before all the people came, before a lot of the  
5     businesses, and a lot of competition came. I  
6     realize that competition is good for business.  
7     It's good for everyone, particularly the consumer.

8             We have served the community well for 20  
9     years. We still have another 20 years to go on  
10    our lease. My concern is that will all of the  
11    plans that I have seen, and if all of this traffic  
12    is going to stay on MD 140, absent the bypass  
13    which is off the table, I suspect and let me just  
14    qualify this: I am certainly not a traffic  
15    engineer, but I've spent 38 years with 7-Eleven  
16    stores. I've been through an awful lot of these  
17    hearings, and I've seen some plans that really  
18    went awry. They hadn't been well thought out.  
19    This is not to be critical. I was very glad to  
20    hear the Mayor offer something that hasn't been  
21    offered before, at least to my knowledge, about  
22    the combination of one or two or more of these  
23    alternatives to really help the situation as it

1 appears on paper.

2 In any event, my feeling is that without  
3 widening it beyond where it is now, and for it to  
4 become practically a Baltimore Beltway, these  
5 intersections are going to fail. You're looking  
6 at a huge amount of traffic. I'm not telling you  
7 something you don't know. It bothers me that we  
8 don't seem to have considered this far enough in  
9 advance to do something about it until we get down  
10 to what may be the final hour here for the  
11 businesses along MD 140.

12 It's not just 7-Eleven. I think we are  
13 dead meat. I think we're done. I don't think we  
14 are going to be the only ones that will be  
15 severely impacted by what's going to happen if we  
16 just keep throwing millions of dollars in a band-  
17 aid approach on MD 140. I would also suggest  
18 bringing back the bypass. Thank you for your  
19 time.

20 MR. BOB FISHER:

21 Thank you, Mr. Zimmerman. Mr. Ralph  
22 Peters.

23 MR. RALPH PETERS:



1                   Good evening. My name is Ralph Peters.  
2           I live on Pleasant Valley Road. I have lived  
3           there for more than 22 years. I think I know as  
4           much about MD 140 as anyone in this room because I  
5           have commuted on that road every working day for  
6           the past 22 ½ years. I have seen the changes that  
7           have taken place. I appreciate the opportunity to  
8           be here this evening and speak as a private  
9           citizen on behalf of my wife and I who both use  
10          this road on a daily basis.

11                 I looked over the plans that you have  
12          there, and I was happy to see that certain things  
13          that were mentioned at some of the initial  
14          meetings ten or eight years ago have been  
15          eliminated. I see some new things, particularly  
16          this continuous flow plan. This plan is going to  
17          be seriously disruptive to life in the town of  
18          Westminster.

19                 First of all as an experienced commuter  
20          on this road, I do not think your storage lanes  
21          for the left turns are anywhere near long enough.  
22          Your computer simulation actually showed traffic  
23          backing up in the storage lane before the traffic

1 that had been released by the light had cleared  
2 the intersection. I experience at Gorsuch Road  
3 traffic backed up in that left turn lane beyond  
4 the capacity of the left turn lane, in the left-  
5 hand through lane on 140, six, seven, eight, nine  
6 vehicles actually stopped dead on 140 in the  
7 through lane waiting to make a left turn there.  
8 If this plan were to be built without adequate  
9 storage space for turning vehicles, we would have  
10 waster every penny that we spent on this.

11 Now, I heard the mention of twenty-nine  
12 businesses affected is the maximum number. That's  
13 unconscionable. Twenty-nine business along Route  
14 140 is a ridiculous impact on the life of the  
15 people of Westminster, those people who make a  
16 living in those businesses, and those people who  
17 have invested large sums of dollars to make those  
18 businesses work. Yes, I know, we are going to go  
19 through condemnation. We are going to give them a  
20 fair price for their businesses, but I wonder if  
21 that fair price includes future income or just  
22 looks at the value of the property as a piece of  
23 real estate.

1           Has the State considered the source of  
2           the traffic on Route 140? Route 140, I'll invoke  
3           the name "Glen Burnie." We have the same problem  
4           that they had down there. We have a single road  
5           that serves commuter, residential and business  
6           traffic. None of these plans address that  
7           problem. The traffic that comes on to Route 140  
8           comes either from 140 in the Taneytown direction  
9           and from Route 97.

10           I'm an expert on Route 97 because I sit  
11           in it every morning. About one-third of the  
12           license plates in that traffic with me bear the  
13           colors of the State of Pennsylvania. Those people  
14           are not headed for any businesses in Westminster.  
15           They are doing the same thing I'm doing. They are  
16           headed for Baltimore or the Baltimore Metropolitan  
17           area. I have worked anywhere from the Golden Ring  
18           Mall area to currently working in Randallstown.  
19           This is commuter traffic that is backing up Route  
20           140.

21           Are we going to sacrifice the businesses  
22           of Westminster to improve the flow of commuter  
23           traffic, or are we going to sacrifice the commuter

1 traffic to improve the businesses of Westminster?  
2 What is the intent of this plan? Right now, no  
3 matter what you do, your road is not going to  
4 serve the needs of this community in the future  
5 because they've already broken ground for a new  
6 housing development that will use this road. It  
7 sits on 140 just past the bridge at 97. I don't  
8 know how many units are there, but that will  
9 generate new traffic.

10 There are acres upon acres of land  
11 sitting along 97 between Westminster and  
12 Pennsylvania ripe for development. The City of  
13 Westminster has annexed a significant portion of  
14 the land along 97 in the area where I live at  
15 Pleasant Valley Road and has designated it for  
16 industrial/commercial at the moment. That's going  
17 to generate new traffic. I know you've taken that  
18 into consideration.

19 The only way to resolve this problem is  
20 to split the flow of traffic into two parts. Let  
21 140 do what it was never intended to do which is  
22 to serve the commercial traffic and the local  
23 traffic for the City of Westminster and the people

1 who live in the area. Find some other place to  
2 put the commuter traffic.

3 I've heard the bypass mentioned. I've  
4 been an advocate of the bypass every since I first  
5 heard it mentioned many years ago. It would  
6 benefit me, and it would have a lesser impact on  
7 the community than would any of these plans. What  
8 you are doing here is you are creating a five-lane  
9 road so the traffic is going to come down from two  
10 lanes. It's going to disperse into five lanes.  
11 When you get to Market Place, it's going to  
12 condense into two lanes. You have created a  
13 funnel.

14 This traffic that comes onto 140 in the  
15 area of the study is not going to leave 140 in the  
16 are of the study. It's going to go right through  
17 the study.

18 Right now, we have a very dangerous  
19 situation at Market Place and 140 because people  
20 insist on trying to beat the traffic to get into  
21 the second lane because the third lane disappears.  
22 You are not solving the problem with any of these  
23 plans. You are simply alleviating these problems

1 for a short period of time. We have to separate  
2 the flow of traffic according to the purpose of  
3 the traffic.

4 Route 140 was built years ago to bypass  
5 the City of Westminster. It somehow became a  
6 commercial corridor. Someone said that we have no  
7 point in building the bypass. That will become  
8 another commercial corridor. I don't think so.  
9 Your plans are going to make things more  
10 comfortable, but at what cost? Will they meet the  
11 needs of the community? Thank you for the  
12 opportunity to be here this evening.

13 MR. BOB FISHER:

14 Thank you, Mr. Peters. Next is Ned  
15 Cueman.

16 MR. NED CUEMAN:

17 I'm serving in the capacity as Chairman  
18 of the Chamber's Transportation Committee. I am  
19 speaking in that position. The comments we have  
20 had tonight so far have been excellent. I'll just  
21 ditto everything I've heard so far and just add a  
22 few points.

23 Bonnie Brady, CEO for the Chamber of

1 Commerce has put the Chamber's position in the  
2 record, so we don't need to repeat that. I, too,  
3 have had a long association with MD 140. There are  
4 a few things that I would like to point out to  
5 everybody. First, it is difficult to interpret  
6 the drawings. I have difficulty interpreting  
7 these drawings like Alternate 7. That may come as  
8 a shock to some people because I have looked at  
9 plans all of my life. What I would like to say to  
10 the citizens and people who drive MD 140, the  
11 people who have businesses on this road is that  
12 the BGE electric poles that you see when you drive  
13 down 140, you probably don't see them, you know  
14 they are there. The next time you drive down 140,  
15 take a good, hard look at where the electric poles  
16 are.

17 For the most part, these poles are  
18 located just outside the State Highway Right-of-  
19 Way Line. Occasionally, a pole will get inside.  
20 I'm not saying that one hundred percent of them  
21 are outside, but as a general rule, they are a  
22 good guide to figure out where the State owns  
23 right-of-way and where does the private property

1 begin.

2 Alternates 5 and 6, which are the most  
3 severe and are an attempt to take care of traffic  
4 that was slated to go on the bypass, are the two  
5 Alternates that do the most damage in terms of  
6 requiring additional Right-of-Way. If you put a  
7 scale down and measure along the road, you will  
8 find that the state may need to acquire 50, 60, 70  
9 more feet on either side of the road in order to  
10 accommodate the improvements to Alternates 5 and  
11 6. That begins to give you some insight into why  
12 there is so much in the way of building and  
13 property takings that happen.

14 I want to make a second point. As long  
15 as the county and the city have had formal  
16 planning and required private land owners who  
17 build projects within the zones that are created,  
18 whether they be business, industrial or what have  
19 you along the boulevards, they have been required  
20 to furnish site plans. These site plans have been  
21 predicated on the planning that has been jointly  
22 done by the city and the county over the years for  
23 what we have been calling Alternate 2, that is the



1 upgrading of Baltimore Boulevard. With that site  
2 planning, this is why you see trees that have  
3 started to grow and have become very attractive  
4 whether we're talking in front of Appleby's or you  
5 pick your restaurant or your place of business,  
6 and you will see a lot of private landscaping that  
7 was done.

8 Westminster is a tree city, a tree  
9 community. It does help to mitigate the black top  
10 and urban feel that so many pavement lanes give  
11 you.

12 In addition, within the Right-of-Way,  
13 the State of Maryland has done a beautiful job  
14 landscaping and making the median look much more  
15 attractive than it used to. Over the years,  
16 efforts by both the public and private sectors  
17 have come together and created something that is  
18 very positive. We know the load that this road is  
19 handling.

20 So one of the problems in addition to  
21 the fear that I see of what will happen to this  
22 boulevard in the not too distant future is if we  
23 don't have an alternative for handling this

1 traffic. Certainly, we need the upgrades that  
2 Alternate 2 would give us. There are, as you  
3 heard from the city and county, a feeling of need  
4 to do something more than Alternate 2 up at the  
5 intersection of Malcolm Drive. To wholesale take  
6 this boulevard and turn it over to resolving the  
7 traffic problem is just a step backwards.

8 I think when all is said and done, when  
9 the state makes a decision on this road, there is  
10 another decision that has to be made. It has to  
11 be made very, very soon because time is of the  
12 essence. I will not go into any detail on what I  
13 mean by that. I will reserve that for a later  
14 time. Thank you very much.

15 MR. BOB FISHER:

16 Mr. Cueman, for the record, would you  
17 state your name and address.

18 MR. NED CUEMAN:

19 Yes. Edwin R. Cueman, 1201 Woods Road,  
20 Westminster, Maryland.

21 MR. BOB FISHER:

22 Thank you. Mr. Don Myers.

23 MR. DON MYERS:

1           Good evening. For the record, I am Don  
2 Myers. I am an owner of a business and property  
3 in the city area, a Board member of the Chamber of  
4 Commerce, and a lifetime resident of Westminster.  
5 I would like to speak in opposition to Alternates  
6 5 and 6 and in favor of the completion of  
7 Alternate 2 and the bypass. While Alternate 5  
8 will have much less of an impact than Alternate 6,  
9 it is only a temporary solution for the increasing  
10 amount of traffic that Route 140 will experience  
11 in the future. It is at best a band-aid on a  
12 wound that will never heal.

13           Alternate 6 would be very disruptive  
14 during its construction. It would be a fatal blow  
15 to many businesses that are currently in  
16 existence. Ralph, I very much appreciate your  
17 concern for mentioning 20 to 30 businesses that  
18 would be affected. The Chamber has information  
19 that shows it could be up to 60 or 70 businesses  
20 that this would have an impact on.

21           Alternate 6 would drastically change the  
22 appearance of the business district that serves  
23 well not only the residents of Carroll County but

1 also attracts consumers from all areas of Maryland  
2 and even neighboring states.

3 The bypass is the best solution to serve  
4 the future demands of traffic flow around  
5 Westminster by not forcing it through a developed  
6 area. We do not need the appearance of I-95  
7 running through the heart of Carroll County.  
8 Thank you.

9 MR. BOB FISHER:

10 Thank you, Mr. Myers. Ms. Judith Reed.

11 MS. JUDITH REED:

12 My name is Judith Reed. I live in  
13 Hampstead and I work in Manchester so I deal with  
14 Route 30 as well as Route 140. Working for a  
15 transportation company, Bill Rohrbaugh's Charter  
16 Service, we have 19 motor coaches and 35 school  
17 buses which are on the roads every single day.  
18 Our two main access roads, of course, for getting  
19 in and out of the county are Route 30 and Route  
20 140.

21 The motor coaches often run on a very  
22 tight schedule. It might be that 15 minutes would  
23 make a difference as to whether a driver would be

1 capable of doing his next trip. They can run out  
2 of hours very easily so timing is very, very  
3 important to us.

4 My grandparents had farms in Carroll  
5 County. I have not lived all of my life in  
6 Carroll County, but I have certainly been in the  
7 Carroll County area as a child and as an adult  
8 living in Hampstead. Emotionally, I can attest to  
9 what it feels like to see a small farming  
10 community turn into a rather large community with  
11 these kinds of traffic problems.

12 In lots of cases, we just don't want to  
13 deal with it. It will go away. If we don't  
14 advocate for the future now, we're going to be in  
15 a lot more trouble. If we look at every piece of  
16 empty property from Gettysburg to Carroll County,  
17 from Thurmont to Taneytown, from Taneytown to  
18 Carroll County, every empty piece of property is a  
19 potential for how many cars, how many houses in a  
20 development, and pulling all of that right down  
21 into route 140. We would have traffic problems  
22 that we can't even imagine.

23 I think it is very disappointing that

1 someone wasn't advocating better for us when the  
2 bypass was taken off the books. I think that  
3 would have solved part of the problem. I would  
4 like to see the bypass come back on the books. I  
5 also believe that Alternate 2 would help us handle  
6 some of the traffic problems.

7 Again, I think we have to look at the  
8 future. We have to look at whether it's 2025 or  
9 2050. The decisions we make today are going to  
10 impact greatly the people of the future. I wish  
11 it had been done sooner for us, but since it  
12 hasn't, I think we have to take this very  
13 seriously. Thank you.

14 MR. BOB FISHER:

15 Thank you, Ms. Reed. Kevin Beaver.

16 MR. KEVIN BEAVER:

17 Good evening. I am also involved in a  
18 business in Westminster. I am a member of the  
19 Westminster Planning and Zoning Commission. I'm  
20 really speaking today as a citizen. I'm probably  
21 just going to reiterate what everyone else has  
22 said because I think that's the general gist of  
23 what we are hearing today.

1           If I had to choose an option to resolve  
2 this problem for the next 20 years or beyond, I  
3 think I would have to choose Alternate 5 because  
4 that's the only thing that is going to handle the  
5 traffic that we will be dealing with. However, I  
6 really don't think that's a good option. Again, I  
7 believe the bypass should be reconsidered as the  
8 best option out there for my kids and my grandkids  
9 to live with down the road. I really believe the  
10 bypass should extend all the way to 795, but I  
11 think that's another whole issue. We have to take  
12 care of Westminster first.

13           As you see red lights springing up on  
14 140, it's not the type of road to handle commuters  
15 anymore. A limited access highway is what you  
16 need to handle the commuters that we have coming  
17 up and down the roads. I would hope that the  
18 addition of a bypass might add some industrial  
19 land to the county. That could be a benefit, and  
20 it would be a plus also.

21           I believe that you ought to add an  
22 Alternate 8 and that should be the bypass again.  
23 Thank you.

1 MR. BOB FISHER:

2 Mr. Beaver, would you state your name  
3 and address for the record?

4 MR. KEVIN BEAVER:

5 Yes. It's Kevin Beaver, 305 Avalon  
6 Lane, Westminster, Maryland.

7 MR. BOB FISHER:

8 Thank you, Mr. Beaver. Barry Boston?

9 MR. BARRY BOSTON:

10 Hi. I appreciate the opportunity to  
11 speak tonight. Barry Boston, 533 Baltimore  
12 Boulevard, Westminster, Maryland. My wife and I  
13 own the Boston Inn which is affected greatly by  
14 Alternate 5. I guess we would be displaced. I am  
15 here to speak on behalf of the businesses that  
16 will be displaced by Alternate 5. I am very  
17 surprised to hear that the county and city  
18 officials opted to support that Alternate. I  
19 would like to see them support Alternate 2 or the  
20 bypass. With Alternate 5, 20 some businesses  
21 would take out a lot of income for a lot of  
22 families. I think the Mayor -- we've never met --  
23 said that Alternate 5 would be cost effective.



1 What I remember hearing here tonight is that it  
2 was one of the most expensive plans mentioned by  
3 one of your people. I would hope that our elected  
4 officials would reconsider supporting Alternate 5  
5 and stop spending our hard-earned tax dollars by  
6 trying to be un-business friendly.

7 I would just like to say that I, too, am  
8 a member of the Chamber of Commerce. I would like  
9 to support Alternate 2. I would like to echo a  
10 lot of things said here tonight by a lot of people  
11 about the traffic and about what could happen. If  
12 you put any one of these Alternates in effect  
13 tomorrow, within two or three years I would see  
14 needing something else. This would be money  
15 poorly spent. We would have to end up with a  
16 bypass anyway. Why waste the money on one of  
17 these Alternates when we should better plan for  
18 the future? Thank you very much.

19 MR. BOB FISHER:

20 Thank you, Mr. Boston. David Roush?

21 MR. DAVID ROUSH:

22 Good evening. My name is David Roush.  
23 I live at 9 Kalten Road, Westminster, Maryland.

1 Thank you all very much for being here this  
2 evening to take our comments on these proposals.  
3 I will start by saying that I know this is not  
4 about the bypass. Although I support it, I am  
5 going to try to stay focused on the study that is  
6 before us.

7 We could all wish that something  
8 different was done 50 years ago. Something  
9 different in terms of the amount of right-of-way  
10 that was obtained for this road, or something  
11 different in terms of allowing development along  
12 this road. That ship sailed 50 years ago, and we  
13 can't call it back.

14 What we have here today is that MD 140  
15 has become an urban boulevard, essentially a  
16 commercial center for the expanded community of  
17 Westminster. We are reaching the limit of what  
18 the existing right-of-way can handle. We are here  
19 tonight to talk about several proposals for  
20 dealing with the Route 140 situation. I would  
21 like to speak in complete opposition to Alternates  
22 5 and 6. These are alternates which would  
23 severely change the character of the entire

1 community.

2 I think everyone here could imagine the  
3 places they've been where they've seen these grade  
4 separation situations. There are some places  
5 around Baltimore, I-95 this side of Philadelphia  
6 in which the road is at one level and the  
7 community is at another. It is quite a different  
8 feel and quite a different economic corridor than  
9 what we have here today and would like to  
10 maintain. The adverse impacts and disruptions of  
11 these two Alternates, I believe, are intolerable  
12 to the community of Westminster and to all of  
13 Carroll County.

14 I would point out that perhaps many  
15 people have overlooked it as I had until it was  
16 talked about tonight. In the environmental impact  
17 information, we hear now that there are noise  
18 problems exceeding noise standards. We know what  
19 that means. Somewhere along here, in addition to  
20 the grade separations will come noise barriers.  
21 Think about that. Think about what this road is  
22 going to look like when we have both grade  
23 separations and noise barrier walls along there.

1 I do not think this is in the best interests of  
2 this community, nor do I believe that this is what  
3 the people of this community want.

4 I have also taken a look at the  
5 relatively newly proposed Alternate 7.  
6 Essentially, there is little or no change in the  
7 Level of Service that will exist at the  
8 intersections. There's no reduction in the  
9 volumes of traffic that will flow. There are some  
10 claims that there will be a reduction in waiting  
11 times at these intersections. It appears that we  
12 are going to get about three lights at each  
13 intersection for every one that we have now.

14 I remember from a previous presentation  
15 that your organization made that there are really  
16 only two of these so-called continuous flow  
17 intersections operating in the country today. I  
18 really feel a little nervous about us becoming a  
19 sort of test case to see if it might work in our  
20 community when the real improvements are really  
21 limited to some waiting time.

22 With that in mind, I am here to speak in  
23 favor of Alternate 2. I think we need to do what

1 we can for the immediate future to make the  
2 traffic flow through the corridor as best we can.  
3 I think everyone needs to be thinking about and  
4 planning on the reality that we have to get the  
5 through traffic off this road. Thank you.

6 MR. BOB FISHER:

7 Thank you, Mr. Roush. Karen Donaldson?

8 MS. KAREN DONALDSON:

9 Karen Donaldson, 657 Downhill Drive,  
10 Westminster, Maryland. I am against any  
11 Alternates, primarily 5 and 6, that would cause 25  
12 to 30 businesses to be relocated at a great  
13 expense to a less desirable location. I am very  
14 familiar with the map. A lot of those businesses  
15 are small businesses. My concern is that they  
16 might even have to go outside of the county to  
17 find another location just so that I can get  
18 through an intersection 20 seconds faster. I  
19 mean, that's pretty much what the charts were  
20 showing.

21 Everybody is so fast-paced, and we all  
22 want to get where we are going before we get  
23 there, but at what cost? I have no financial

1 interest in any of the businesses that would be  
2 affected, other than buying their products  
3 occasionally. It just seems extreme to me to  
4 displace that many businesses when the county has  
5 been trying to bring commercial businesses into  
6 the county. The impact of losing those commercial  
7 businesses to our tax base greatly concerns me.

8 MR. BOB FISHER:

9 Thank you, Ms. Donaldson. That was our  
10 last registered speaker. Does anyone else wish to  
11 comment? Sir?

12 MR. ALBERT EATON:

13 I'm Albert Eaton. I live on Snowfall  
14 Landing, Autumn Ridge Development. These people  
15 have all of these arguments and so forth. All of  
16 us should realize that this situation is going to  
17 be obsolete before it's completed. Before, they  
18 were going to extend 795 to Hanover, Pennsylvania  
19 which would alleviate fifty percent of the traffic  
20 on 140 as it is right now. There's times on 97  
21 when people can't get out of their private  
22 driveways in the mornings and evenings.

23 Also realize that the Baltimore Beltway

1 was built. They've improved it. There are no  
2 stop signs, no red lights and you still have  
3 bottle necks every morning and evening on the  
4 Baltimore Beltway. This quick fix that they've  
5 got going here is not going to solve the problem  
6 because it will be obsolete before it's completed.  
7 Thank you.

8 MR. BOB FISHER:

9 The gentleman with the hat, since you're  
10 the closest. Please.

11 MR. LARRY SMITH:

12 My name is Larry Smith, 509 Nile Court,  
13 Westminster, Maryland. I am proud to say that I  
14 am a new resident of Westminster. It's obvious to  
15 the most casual observer that a bypass is needed  
16 for our future. However, a 40-year old original  
17 alignment is absurdly outdated. A bypass is  
18 needed to connect 140 to 97 at a point north of  
19 the airport and the industrial park. I like  
20 Alternate 2 too.

21 MR. BOBBY FISHER:

22 Thank you, Mr. Smith. Yes, sir.

23 MR. LLOYD THOMAS:

1 I am Lloyd Thomas, 440 Washington Road,  
2 Westminster. Good to see you again, Bob.

3 MR. BOB FISHER:

4 Good to see you again, Mr. Thomas.

5 MR. LLOYD THOMAS:

6 I've been here all of my life. I was  
7 hatched in Westminster. The thing I had  
8 forgotten, and Bob knows about this, was that it  
9 was proposed years ago, probably in the early  
10 50's, an East/West Highway which was if you  
11 stretch a string between Hagerstown and Bel Air,  
12 it misses us here by maybe a mile or less. In  
13 fact, I think we already have part of the right-  
14 of-way for that at Hughes Shop Road and perhaps  
15 some at the airport. MD 140 is part of that. MD  
16 28 in Harford County is part of that. If you look  
17 at it closely, it gives us the opportunity to  
18 perhaps use part of that roadway to give us a  
19 bypass around Westminster. I am proposing a  
20 question for which I don't expect an answer.  
21 Thank you.

22 MR. BOB FISHER:

23 Thank you, Mr. Thomas. Yes, sir. The



1 gentleman in the rear there.

2 MR. TERRY JONES:

3 Thank you. Thank you for your time.  
4 Terry Jones, Union Mills area. Two pairs of shoes  
5 I'm wearing up here. Number one is personal.  
6 I've lived for 30 plus years up off of 97. In  
7 looking at your proposed bypass or your Alternate  
8 Route 140 changes, they are still going to dump as  
9 people have said in the past onto 140 or 97. I  
10 think it's time to stop ignoring the people on 140  
11 and 97 and look at improving those roads too.  
12 They are becoming quite a hazard. A 15-minute  
13 drive from Union Mills to Westminster now converts  
14 to 45 minutes to an hour.

15 All right. I'll jump into another pair  
16 of shoes. I am representing the Archdiocese of  
17 Baltimore for St. John's Catholic Church. All of  
18 your Alternates will impact us in some way. The  
19 last time we had a hearing here, I presented you  
20 with a set of plans for a 10-year Master Plan and  
21 we are nearing its end. It totals a little over  
22 10 million dollars that we are investing. If you  
23 widen those roads, we are going to have a noise

1 impact. We have an 8 million dollar church that  
2 we just built right on the edge of the property.  
3 The State was aware this was happening because we  
4 had to get approval. I don't think you can build  
5 a sound wall tall enough to prevent any additional  
6 traffic sound from coming into there.

7 Also, in the proposals you show walkways  
8 and bicycle paths. I would like to get some  
9 clarification as to who is going to maintain those  
10 walkways and paths once they are installed on our  
11 property with things like snow removal and  
12 maintenance. We are within the city, and I think  
13 there is an ordinance on having them cleaned when  
14 it snows. We would like to get some clarification  
15 on that. Nobody else was able to answer that.  
16 Can you take care of that for me? That's Terry  
17 Jones, St. John's Church, 43 Monroe Street, 21157.  
18 Thank you. Thank you for your time.

19 MR. BOB FISHER:

20 Thank you, Mr. Jones. Yes, sir.

21 MR. GERALD O'CARROLL:

22 Good evening. My name is Gerry  
23 O'Carroll. My wife and I live on 604 Gale Court,

1 Westminster. We're on the map between 27 and 482  
2 just off of Gale Road where it says, "Old  
3 Manchester Road". We are out where it says  
4 "road". I can tell you that in the morning from  
5 5:30 on, it is full of cars with no tags on the  
6 front. Those are people from Pennsylvania who  
7 went across the line, bought cheap ground, built a  
8 little house to get away from Maryland taxes and  
9 property costs. It starts at 5:30 in the morning.

10 You need to do something to get the  
11 people off of 97 and 27 who have no interest in  
12 the community, no interest in doing business on  
13 140. They are not going to buy gas. They are not  
14 going to stop at 7-11. They want to get to  
15 Baltimore or Washington. We make them go through  
16 140 or some version of that.

17 At a previous meeting that my wife and I  
18 attended, they were talking about possibly putting  
19 a bypass in, but they couldn't afford overpasses  
20 and make unlimited access. Since they had the  
21 right-of-way, they were considering putting the  
22 bypass in, but having intersections as it went  
23 through the community especially from 27 to 140

1 where it would meet up with that. That was my  
2 understanding. That's horrible. It is absolutely  
3 dangerous to anybody who lives in there now.

4         Imagine the bus stops, the traffic  
5 lights, and then a 7-Eleven and gas station on  
6 each corner. You're doing nothing. If you put  
7 the bypass in, that takes people off of 140 that  
8 don't want to be in Westminster and want to be  
9 someplace else. The bypass has to be limited  
10 access. They can pick it up in Pennsylvania and  
11 97 coming down north of where most of the  
12 development is that most of the people who spoke  
13 before me were talking about, just south of 482  
14 where you go through the right-of-way that you  
15 have now.

16         I'd like you to make an offer on my  
17 house if you are going to do that. We love where  
18 we are now. We are going to have it paid off in 7  
19 years, and we are committed to retire out here  
20 because it's two miles from town.

21         I have to tell you that this morning, I  
22 had a haircut. I left my house to get my hair cut  
23 on Route 140 at a little strip mall between Center

1 Street and Gorsuch. I had a choice of several  
2 ways to do it. I could have come down 27 and come  
3 through the new back roads. It took me 20 minutes  
4 from my house to get a haircut.

5 I have looked at the maps, and it looks  
6 to me like it's going to end up being just a  
7 little bit of this and a little bit of that. It's  
8 hard to get to the businesses in Westminster to do  
9 business with them now. I can't imagine what it's  
10 going to be like as we continue to develop  
11 Pennsylvania, Taneytown, and more people are put  
12 on that road that just want to get through there  
13 and get to where they are going.

14 If you are going to do a bypass, make it  
15 limited access only to roads that cut into  
16 Westminster -- 97 and 27 -- and get the people  
17 from Pennsylvania out of town and pick them up on  
18 the outside of Westminster to the west. Get the  
19 commercial traffic off of 140 proper itself, and  
20 let it pick up on the other side where we haven't  
21 developed it yet.

22 I work in a tire and auto repair  
23 business in this area. My wife and I have lived

1 out here 14 years, and I can tell you the roads  
2 out here from the constant beating they take are  
3 beating up your cars and making you buy tires very  
4 soon around here and paying for new shocks and  
5 things like that, wear and tear because the roads  
6 are so rough. You can't keep up with them now.

7 It's so hard now for people who live  
8 around here to do business with people on 140. I  
9 want to go to the 7-Eleven. I want to keep going  
10 to the airport. I want to tell my relatives when  
11 they come visit us that they can get a room at the  
12 Boston Inn and find their way to my house. My  
13 family is from New York, so we are used to  
14 traffic. I've been here 14 years, and I'm not  
15 going to tell you to close the door behind me.  
16 That's not what I'm talking about. If you get out  
17 there in the morning, there are a lot of people  
18 who are causing part of the problem who are not in  
19 this room and will never be because they don't  
20 live in this state. The other part is the  
21 commercial traffic that is coming through there.

22 If you do a little bit of Alternate 6, a  
23 little bit of Alternate 2 and some of 5, right now

1 my concern is that the road work we get out here  
2 is so terrible. We just extended a new road in  
3 the last couple of years where we now have a new  
4 school built off of that continues Center Street  
5 that used to be a field. There is a new public  
6 school built on that.

7 We have an intersection that first had  
8 traffic rights with you go first and I don't.  
9 Then it was stop signs one way and straight  
10 through the other way. When we get a pile of  
11 broken car parts from an accident, then we get  
12 studied and surveyed and they come in and dig up  
13 the road and put in sensors to put a traffic light  
14 in. They pick up when we come to a stop and how  
15 many cars are there. Then they time the traffic  
16 light that way. To go from my house to go three  
17 miles to get a haircut, I have to go through at  
18 least two light-controlled intersections or three  
19 or four depending on which way I want to go. It  
20 took me 20 minutes to go three miles. That's to  
21 do normal business. I go to a doctor off of  
22 Malcolm Drive, off of Washington Road. It took me  
23 over 20 minutes to get there earlier in the week

1 from my house. That's ridiculous.

2 What we have to do is make it easier for  
3 people in Westminster all day because it isn't a  
4 bedroom community anymore. There are people who  
5 live and work out here and use the road all day  
6 long. We also have to face the commuter traffic.  
7 Those of us like my wife who live out here and  
8 work towards Baltimore have to get through 140  
9 when we don't want to go there. You have a double  
10 challenge.

11 I'll be brave enough to say that part of  
12 this is because we have been ignored by Annapolis  
13 for so long because we didn't support Annapolis.  
14 We have a guy in Annapolis now who we supported.  
15 He supports us. We're really trying to put a real  
16 big band-aid on something that needs a lot of  
17 attention and a lot of money. I'm afraid we're  
18 not going to get it. We need something to get the  
19 business and commuter traffic out. Whether that  
20 means 795 all the way out or something like that,  
21 I don't care how you do it.

22 You have to make it easier for people to  
23 get to all of these private people who invested



1 money in businesses that we want to support in  
2 Westminster. Also get the commuters out of town  
3 and make them not go through that because they  
4 don't like that.

5           You get to where it is stop and go on  
6 Route 30, people coming down from Pennsylvania and  
7 Hampstead and Manchester and it takes them forever  
8 to get to work. It should be nice to live out  
9 here. I moved out here for a quality of life. I  
10 see it going away, and I don't want that to  
11 happen. I think we need to do some real looking  
12 at this here and see if we can get a real  
13 commitment of doing something right and paying  
14 attention instead of part of Plan 2 and part of  
15 Plan 5. Serve the needs of the public and the  
16 business people who keep this community alive.

17           A lot of these businesses support the  
18 residents who live out here and work here. They  
19 never leave Westminster. I just ask that you keep  
20 in mind the residents and how we can access  
21 Westminster during the day. Also, how busy it  
22 gets during morning and evening drive time for  
23 people who don't care about us at all. Thank you

1 for your time.

2 MR. BOB FISHER:

3 Sir, would you spell your last name?

4 MR. GERALD O'CARROLL:

5 Yes. It is O'-C-A-R-R-O-L-L. I'm on your  
6 mailing list. 604 Dale Court. Thank you.

7 MR. BOB FISHER:

8 Thank you Mr. O'Carroll. Yes, sir.

9 MR. ALAN GURKA:

10 My name is Alan Gurka. G-U-R-K-A. I  
11 live at 442 Bennett Cerf Drive. I've only lived  
12 here a little more than two years. I came here  
13 from California, so I'm kind of an expert on  
14 gridlock. I've driven the freeways in California  
15 for 13 years. I've seen all kinds of stop and go,  
16 mostly stop. I'm experienced also with the  
17 barrier walls. They are an ugly scene. I think  
18 that as most people have said, this is just a  
19 band-aid on the problem. I don't think opening  
20 the traffic up to six lanes and then narrowing it  
21 down again past Market Street is going to be a  
22 good solution in the long term. The bypass might  
23 be best.

1 I think displacing or removing all of  
2 those businesses -- 20 to 30 businesses -- sends a  
3 bad signal to businesses who want to come out here  
4 to Carroll County and build. Look at the people  
5 who have been out here like the 7-Eleven that have  
6 been here twenty years, and we reward him by  
7 tearing his business away.

8 Finally, the barrier walls can split the  
9 community. In a sense, you are building a Berlin  
10 Wall. Instead of the community being cohesive,  
11 you have people living on one side feeling  
12 alienated from the people living on the other  
13 side. Thank you.

14 MR. BOB FISHER:

15 Thank you, Mr. Gurka. Anyone else wish  
16 to speak? Yes.

17 MS. LAURA-LEE JONES:

18 My name is Laura Lee Jones. I don't  
19 live in Carroll County. My husband and I just  
20 bought the Friendly's two years ago. This is all  
21 very new to me.

22 Unfortunately, I was very sorry to hear  
23 that the plan that the Mayor supports would

1 eliminate our restaurant. At this point, we  
2 employ approximately 40 to 50 people who all,  
3 except for maybe one or two folks, live in Carroll  
4 County and are all your neighbors. We enjoy being  
5 in the community. I am also a real estate agent,  
6 and I don't see any other property in this area  
7 that would work for us to move our business. And  
8 so probably for us a business that we just  
9 invested a lot of money into, and time and heart,  
10 would probably go away. Certainly, I understand  
11 the needs of the community. I don't know anything  
12 about the bypass, but I just wanted to put my two  
13 cents in. Thanks.

14 MR. BOB FISHER:

15 Thank you, Ms. Jones.

16 MS. LAURA-LEE JONES:

17 Do you need my address? L-A-U-R-A  
18 L-E-E J-O-N-E-S.

19 MR. BOB FISHER:

20 Does anyone else wish to comment? Yes.

21 MS. INNA COLEMAN:

22 Hi. My name is Inna Coleman. I-N-N-A  
23 C-O-L-E-M-A-N. We just moved to Westminster a

1 little more than a year ago. We were so happy to  
2 move to such a nice, beautiful place. We work two  
3 different places. My husband wants to talk for  
4 himself.

5 I wanted to question, actually, spending  
6 all money on all projects. This is a question  
7 mark for a couple miles. Traffic in Finksburg I'm  
8 told is a different story. My question: How much  
9 money spent on this project will affect or will be  
10 wasted for the Finksburg area? <sup>There are</sup> Should the project  
11 be done altogether or will it be wasted money,  
12 piece by piece because how much will it help now  
13 all businesses or whatever? Project 2 looks like  
14 the best. But anyway, what will be wasted for  
15 this, it will not help at all because sitting in  
16 Finksburg for 20 minutes from Suffolk Road to 91  
17 and then to Baltimore County, this project doesn't  
18 help at all.

19 We were told not to question things, but  
20 again, money needs to be spent wisely so maybe  
21 it's time to think not little piece but all the  
22 roads to 795. Thanks.

23 MR. BOB FISHER:

1 Thank you, Ms. Coleman. Anyone else?

2 Yes, sir.

3 MR. STEVE COLEMAN:

4 My name is Steve Coleman. I live at  
5 1190 Chandler Drive. Inna is my wife. I wanted  
6 to give her her little talk. In addition, I did  
7 want to say that I take 97 South from Westminster.  
8 The 140 corridor doesn't affect me that much.  
9 However, it does still affect me. What's  
10 happening is the people are trying to avoid this  
11 area. They are taking some of the back roads.  
12 Particularly, they are coming up through Pool  
13 Road, up through our neighborhood and out to Hook.  
14 And in doing that, they are driving right through  
15 our neighborhood at excessive speeds and making a  
16 very dangerous situation. So something does have  
17 to be done.

18 Even sitting off in our own community  
19 well away from 140, it still affects us. So far  
20 from what I've seen, all the money that we could  
21 possibly spend, I don't really see that it's going  
22 to fix any of our problem. I think that Alternate  
23 2 is probably the best. I don't know about the

1 bypass that has been brought up before. I am new  
2 here. I want to learn about it.

3 I would also like to mention to anybody  
4 here that is interested, I actually have a group  
5 on the web that I've established recently which is  
6 here for Carroll County and the Westminster area.  
7 Anybody who is interested, you can send me an e-  
8 mail to [we-care-owner@yahoogroups.com](mailto:we-care-owner@yahoogroups.com). That is an  
9 open forum for us to talk about the future of our  
10 wonderful community. Thank you.

11 MR. BOB FISHER:

12 Thank you, Mr. Coleman. Anyone else?  
13 If no one else wishes to speak, let the record  
14 show that no further comment is being offered this  
15 evening. Please be aware as mentioned earlier  
16 this evening and as stipulated in the Public  
17 Notice, we will hold the formal record open until  
18 November 26, 2004 for your written comments.

19 Thank you for attending tonight's  
20 hearing. We appreciate your interest that you  
21 have shown to this project. This hearing is  
22 adjourned.

23 Thank you. Good night.

1                   (Whereupon, the Location/Design  
2           Public Hearing for the MD 140 Westminster  
3           Transportation Improvement Study held on  
4           Tuesday, October 26, 2004, was concluded.)  
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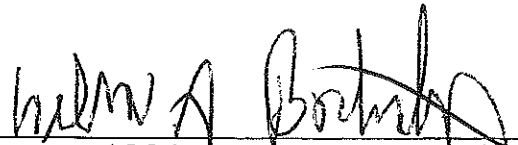
1 STATE OF MARYLAND

2 SS:

3  
4 I, William A. Bodenstein, a Notary Public and  
5 qualified Court Reporter of the State of Maryland,  
6 do hereby certify that the foregoing transcript was  
7 recorded electronically and transcribed under my  
8 supervision as herein appears and is an accurate  
9 transcript of what is recorded and audible on the  
10 tape.

11 I further certify that I am not of counsel to  
12 any of the parties, nor an employee of counsel, nor  
13 in any way interested in the outcome of this action.

14 As witness, my hand and notarial seal this 22nd  
15 day of November, 2004.

16  
17   
18 William A. Bodenstein  
Notary Public

19 My commission expires: 11/1/2007  
20  
21  
22  
23

PUBLIC NOTICE

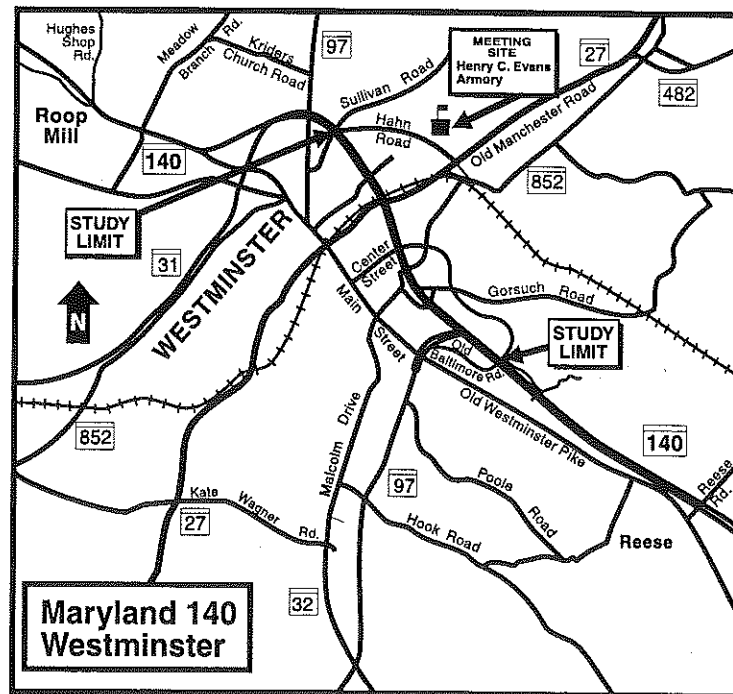
MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

WILL CONDUCT A  
LOCATION/DESIGN PUBLIC HEARING

MD 140 (Westminster)  
From Market Street to Sullivan Road

TUESDAY, OCTOBER 26, 2004  
5:30 p.m. Maps/displays available  
7:00 p.m. Presentation/testimony

HENRY C. EVANS ARMORY  
350 Hahn Road  
Westminster, MD 21157



This project consists of intersection improvements along MD 140 from Market Street to Sullivan Road in Carroll County.

The purpose of this Hearing is to afford all interested persons the opportunity to present their views regarding the proposed location and general design of the project alternates, including the associated social, economic and natural environmental effects.

Beginning at 5:30 pm, mapping depicting the project alternates will be on display. Representatives of the State Highway Administration (SHA) will be available to discuss the project and receive your comments.

A formal presentation beginning at 7:00 pm and lasting approximately 30 minutes will include a description of the project alternates, an environmental impact summary, information on right-of-way acquisition and information about Title VI of the Equal Opportunity Program. This presentation will be followed by the receipt of public testimony.

Individuals and representatives of organizations who desire to be heard or want to be placed on the Project Planning mailing list may submit a request to Ms. Carmeletta T. Harris, Project Manager, Project Planning Division, State Highway Administration, P.O. Box 717, Baltimore, Maryland 21203-0717; toll free at 1-800-548-5026, or by e-mail at [charris@sha.state.md.us](mailto:charris@sha.state.md.us). Written statements and other exhibits in lieu of or in addition to an oral presentation at the Hearing may also be submitted to Ms. Carmeletta T. Harris, at the above address until November 26, 2004 in order to be included in the "Public Hearing Transcript". If you received a copy of this notice in the mail, you are currently enrolled on the project mailing list. Those persons enrolled will be kept informed of the development of the project and the opportunity for public involvement as the study progresses.

Requests to speak at the Public Hearing should be received no later than Thursday, October 12, 2004 in order to ensure proper scheduling of the Hearing. Elected officials will be given the opportunity to speak before those scheduled on the speakers list. After the elected officials, the speakers will be called in the order in which their request was received. Attendees at the Hearing who desire to speak may do so after those on the previously established list. If a large number of speakers enroll, a limitation of the time allotted to each speaker may be necessary. Opportunities for private testimony will be available. Brochures and forms for written comments will also be available at this Hearing.

Beginning on or before October 11, 2004, the Environmental Assessment describing the study will be available for inspection and copying at the following locations during normal business hours:

Carroll County Libraries:

Westminster Branch  
50 East Main Street  
Westminster, MD 21157  
410-386-4490

Taneytown Branch  
10 Grand Drive  
Taneytown, MD 21787  
410-386-4510

State Highway Administration:

District - 7 Office  
5111 Buckeystown Pike  
Frederick, MD 21704  
301-624-8100

SHA Resource Center - 6th Floor  
707 North Calvert Street  
Baltimore, MD 21202

HEARING IMPAIRED/NON-ENGLISH SPEAKING PERSONS:

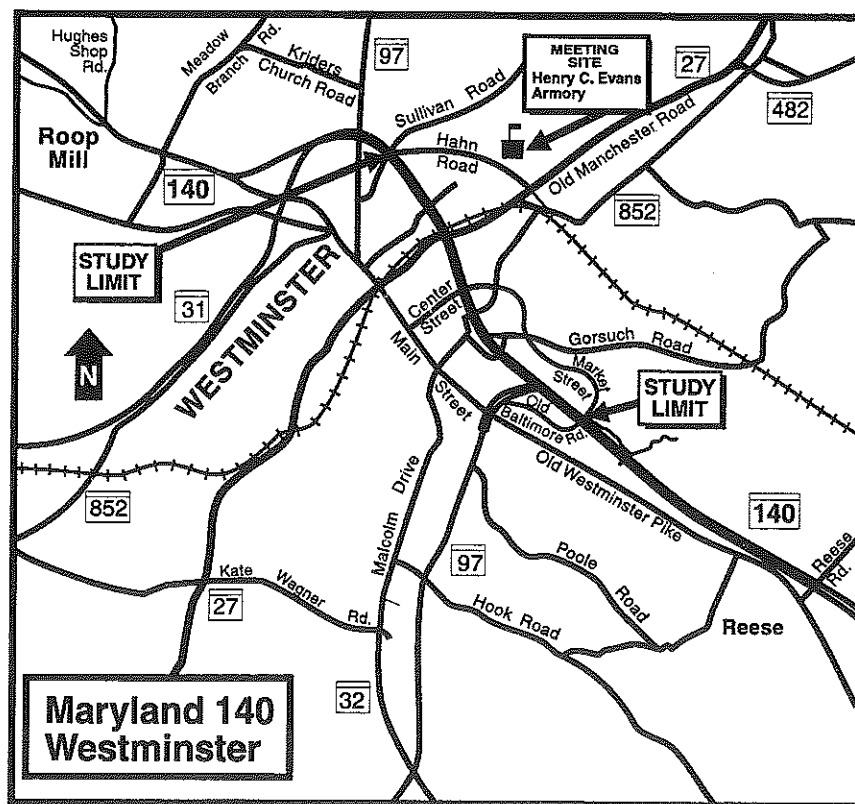
If anyone who is hearing impaired desires to attend this meeting, please notify the above address in writing or teletype to 1-800-735-2258 (Statewide toll free). Non-English speaking persons who wish to attend should notify the same address or call 410-545-8506. All requests for an oral, sign language or non-English language interpreter must be received by October 19, 2004. To the extent that this is feasible and possible, an interpreter will be provided.

September 22 & October 6, 2004  
A-0400

Neil J. Pedersen  
State Highway Administrator

# MD 140 Transportation Improvement Study From Market Street to Sullivan Road

## LOCATION/DESIGN Public Hearing



Tuesday  
October 26, 2004

Displays Available  
5:30 PM  
Presentation Beginning  
7:00 PM

Henry C. Evans Armory  
350 Hahn Road  
Westminster, MD 21157

Project No. CL702A11



Maryland Department of Transportation  
STATE HIGHWAY ADMINISTRATION



FEDERAL HIGHWAY ADMINISTRATION  
US DEPARTMENT OF TRANSPORTATION

## **INTRODUCTION**

The Maryland State Highway Administration (SHA), along with the Federal Highway Administration (FHWA), Carroll County, and the City of Westminster, is conducting a Project Planning Study for improvements to the MD 140 corridor in Carroll County, Maryland. The project extends approximately 2.5 miles along MD 140 from Market Street to Sullivan Road in the City of Westminster.

## **PURPOSE OF STUDY**

The purpose of this study is to develop transportation options that meet the future travel demands along MD 140 and improve future transportation operations, capacity problems, and overall accessibility within the project limits.

## **PURPOSE OF THE HEARING**

The purpose of the MD 140 Transportation Improvement Study Location/Design Public Hearing is to formally present the results of the engineering and environmental studies that have been conducted for this project and to provide an opportunity for any interested individuals, associations, citizen groups, or government agencies to offer verbal or written comments for the project record.

## **HEARING FORMAT**

Maps and other exhibits depicting the studied alternates will be on display beginning at 5:30 p.m. A formal presentation, lasting approximately 30 minutes, will begin at 7:00 p.m. and will be followed by public testimony. Testimony may also be given privately to a court reporter. The entire proceedings will be recorded and a transcript will be prepared. The transcript will be available for public review by the beginning of 2005 at the locations indicated in the newspaper advertisement and shown in the presentation.

## **PROJECT STATUS**

The MD 140 Transportation Improvement Study is included in the Development and Evaluation Program of the FY 2004 – 2009 Maryland Department of Transportation's Consolidated Transportation Program for Project Planning.

## **PUBLIC COMMENTS**

The public is encouraged to participate in the hearing to ensure citizen input in the planning process. A postage-paid return mailer is included in this brochure to submit any comments. Additional copies of these mailers will be available at the receptionist's desk during the hearing. Written comments for inclusion in the project record and the public hearing transcript may be submitted until November 26, 2004.

## **PROJECT MAILING LIST**

Persons wishing to have their name(s) placed on the project mailing list may do so by completing the enclosed mailer or by furnishing appropriate information to the receptionist at the public hearing. If you have submitted your name and address previously by postcard or other means, or you have already received a MD 140 Transportation Improvement Study Location/Design Public Hearing brochure in the mail, you have already been included in the project mailing list and do not need to resubmit.

## **PROJECT NEED**

The current MD 140 roadway in the study area will be inadequate to handle future traffic volumes. By 2025, all intersections within the study limits except the westbound MD 140 ramp at MD 27 are expected to fail (LOS F). There is also a lack of pedestrian connections and bike access. Currently the section of MD 140 under study has safety issues related to rear-end crashes. Planned growth within the MD 140 corridor in Carroll County is expected to continue with associated traffic volume increases in the future. Furthermore, the higher forecasted traffic

volumes on this roadway are likely to increase crash incidents if the roadway is not improved.

Therefore, the operational aspects of MD 140 will be inadequate to handle the traffic generated by 2025. This Project Planning Study has identified alternates to address these concerns.

## **EXISTING CONDITIONS**

The posted speed limit on MD 140 is 45 miles per hour. Through most of the study area, MD 140 consists of a six-lane, divided highway, with 12-foot-wide travel lanes and 10 to 12-foot-wide shoulders. The number of lanes increases at intersections to provide for right and left turn lanes. In addition, there is an auxiliary lane in each direction (eastbound and westbound) to accommodate access to and from the businesses along MD 140.

## **TRAFFIC**

Traffic analyses indicate that traffic operations along MD 140 within the project limits will deteriorate without significant operational and capacity improvements along MD 140. Currently, nearly all signalized intersections along MD 140 from Market Street to Sullivan Road operate at an acceptable Level of Service (LOS 'A' to 'D'), with the exception of the MD 140/Market Street intersection, which has a failing LOS during the evening peak hour. Level of Service (LOS) is a measure of the congestion experienced by drivers, and ranges from 'A' (free flow with little or no congestion) to 'F' (stop-and-go condition or congested traffic flow).

The Average Annual Daily Traffic (AADT) within the Study Area is projected to increase significantly in the future; the increase in AADT ranges from 35% to 63% from the year 2000 to the design year 2025. Analysis of the "No-Build" condition indicates that, because of this increase in traffic, all of the intersections along MD 140 within the project limits will fail (LOS 'F') in the design year 2025.

## **DESCRIPTION OF ALTERNATES**

There were seven alternates developed by the SHA with input from a focus group consisting of local community leaders. Two of the seven alternates were dropped. Five alternates were retained for detailed study, including a No-Build alternate.

### **Alternate 1 – No Build**

No major improvements are proposed under Alternate 1, the No-Build Alternate. Minor short-term improvements would occur as part of normal maintenance and safety projects.

### **Alternate 2 – TSM/TDM Alternate (see Figures 1, 6)**

The Transportation System Management/ Transportation Demand Management (TSM/ TDM) Alternate consists of a series of modest improvements throughout the corridor to address the areas with greatest need at specific locations or segments of the roadway. TSM/TDM improvements generally could be implemented with relatively low costs and impacts. The most extensive intersection improvements included in the TSM/TDM Alternate would take place at the Center Street and Malcolm Drive intersections, which have been identified as the most congested in the corridor. Minor intersection improvements have also been identified for Englar Road. TSM features throughout the corridor include signal timing and signal optimization, as well as access consolidation at properties with multiple access points on MD 140. The alternate also includes widening the outside lanes in each direction to 16 feet to accommodate on-road bicyclists, and a five-foot sidewalk and improved pedestrian crossings throughout the study area. TDM measures include the consideration of park and ride lots, Intelligent Transportation Systems (ITS) measures, staggered or flexible work hours programs and telecommuting centers, wherever applicable.



### **Alternate 5 – Single-Point Urban Interchanges (SPUI) (see Figures 2, 5, 6)**

The Single-Point Urban Interchanges Alternate includes Single-Point Urban Interchange (SPUI) configurations at Englar Road, Center Street, and Malcolm Drive. While similar to traditional diamond interchanges, SPUI ramps curve inward and meet at a single traffic signal on or below the bridge, allowing opposing left turning movements to occur simultaneously. Alternate 5 also incorporates a system of one-way service roads to separate local and through traffic and preserve access to properties along MD 140 between Malcolm Drive and Center Street. The service roads would maintain a 16-foot outside lane to accommodate on-road bicyclists, as well as five-foot sidewalks and improved pedestrian crossings throughout the project limits. Gorsuch Road and Cranberry Street/Ralph Street would be converted to right-in/right-out access to the service roads. Texas U-turn lanes would be introduced near the intersection of Center Street and Malcolm Drive to accommodate traffic currently turning left at the intersections of Gorsuch Road and Cranberry Street/Ralph Street.

### **Alternate 6 – Half Bridge Alternate (see Figures 3, 5, 6)**

With the Half Bridge Alternate, only the westbound through lanes of MD 140 would be carried under Malcolm Drive and Center Street, while the eastbound lanes would remain at-grade with the existing intersection. At the Englar Road interchange, MD 140 eastbound through lanes would be carried under Englar Road, while the westbound lanes would be kept at existing grade. Between Center Street and Malcolm Drive, an at-grade westbound service road would provide access to the MD 27 interchange and existing businesses. This alternate would also include a 16-foot wide outside curb lane for on-road bicyclists, five-foot sidewalks and improved pedestrian crossings.

### **Alternate 7 – Continuous Flow Intersection (CFI) (see Figure 4, 5, 6)**

Alternate 7 is designed to move the left-turn conflicts out of the main intersection. This is accomplished by crossing the left turning traffic and the oncoming through traffic at a signalized left turn bay placed several hundred feet prior to the intersection. Traffic from this left turn bay is fed into a special “CFI leg”, which in turn empties into the cross street at the main signalized intersection. The signals at the left turn bay and the main intersection are operated by a single controller and are coordinated to provide smooth traffic flow. With Alternate 7, a CFI is proposed for east and westbound MD 140 traffic at the intersections of Englar Road, Center Street, and Malcolm Drive and a CFI for westbound MD 140 traffic only at Market Street. All of the remaining intersection improvements are the same as identified for Alternate 2, TSM Improvements.

Following the hearing, the Study Team will further analyze and consider comments received from regulatory agencies, local officials and the public. It is possible the selected alternate could be a combination of elements from two or more alternates. For example, a CFI Alternate could be used at one intersection combined with the SPUI, Half-Bridge, or TSM/TDM Alternates at the other intersections.

## **ENVIRONMENTAL SUMMARY**

Detailed analyses were performed on the alternates retained for detailed study to identify the extent of impacts to natural, cultural, and socio-economic resources within the study area. A comparison of impacts for each alternate is included in Table 1 of this brochure.

### **Socio-Economic Resources**

This project is consistent with the Carroll County land use plans adopted for the study area.

Existing and future land uses are a mixture of residential, parkland, commercial, educational and industrial uses. There is one publicly owned park in the study area, the Westminster Community Pond Park. St. John School and the Carroll Christian Schools are the two educational institutions located in the study area. The two religious institutions located in the study area are St. John Catholic Church and the Church of the Open Door. None of the proposed build alternates will adversely affect any educational, religious, or publicly owned public park or recreational facility in the project area.

Each build alternate will require additional right-of-way and property displacements. The number of property displacements for each alternate is summarized in the Summary of Impacts and Cost Table (see Table 1).

Although minority and low-income populations have been identified adjacent to the immediate project area, no disproportionately high or adverse effects are anticipated as a result of any of the alternates being considered. The SHA has solicited the involvement of these populations in the project through informational mailings and community and focus group meetings. The SHA will continue outreach efforts to these populations to ensure that disproportionate impacts will not occur.

Coordination has been initiated with emergency service providers to evaluate how emergency response times could be affected as a result of the proposed alternates.

## **Cultural Resources**

The SHA, in consultation with the Maryland Historical Trust (MHT) and other interested parties has determined that there are no structures within the study area that are on or eligible for listing on the National Register of Historic Places.

No previously recorded archeological resources were identified within or directly adjacent to the study area. Extensive ground disturbance due to commercial development has significantly

reduced the study area's archeological potential, and therefore no additional archeological investigations are anticipated. In accordance with Section 106 procedures of the National Historical Preservation Act, this meeting provides the opportunity for public input regarding impacts to historic resources.

## **Natural Environmental Resources**

The West Branch of the Patapsco River and several unnamed tributaries are located within the project area and drain into the Patapsco River Basin. The West Branch is classified as a Class IV-P waterway by the Maryland Department of the Environment (recreational trout waters and Public water supply) and is protected by Use IV in-stream work prohibition period (March 1 through May 31, inclusive). The remaining tributaries within the study area are Class I waters (suitable for recreation, habitat for warm and cold water fish and other wildlife). Anadromous (or spawning) and resident fish species would be protected by the Use 1 in-stream work prohibition period (March 1 through June 15, inclusive). Each of the build alternates will have minor stream impacts as a result of the extension of existing culverts or placement of new culverts for proposed lane widening and sidewalks.

Wetland impacts are less than 0.1 acre for the build alternates. Permits would be required from the US Army Corps of Engineers and/or the Maryland Department of the Environment for wetland and stream impacts. Potential impacts to wetlands and streams are shown in the Summary of Impacts and Cost Table.

Based on a review of the Federal Emergency Management Agency (FEMA) mapping for Carroll County, no designated 100-year floodplains are located within the Study Area.

Adverse impacts to water quality during construction would be minimized through strict adherence to SHA sediment and erosion procedures. A stormwater management and sediment and erosion control plan to minimize impacts to water quality will be developed in accordance with the MDE stormwater criteria to

minimize adverse effects to water resources. The plan would include measures to address both quality and quantity controls that capture and treat runoff from a storm event.

Impacts to woodlands range from 1.2 acres with Alternate 2 to 4.3 acres for Alternate 7. Coordination with the Maryland Department of Natural Resources and the US Fish and Wildlife Service has determined that no state or federally listed threatened or endangered plant or animal species are known to exist within the Study Area.

### **Air Quality**

The air quality analysis indicates that no violations of the applicable State and National Ambient Air Quality Standards (S/NAAQs) are expected. This MD 140 project meets the Transportation Conformity requirements of the federal Clean Air Act.

### **Noise Analysis**

Six noise sensitive areas (NSAs) were identified for this project. Final determination on the feasibility and reasonableness of noise mitigation measures at two impacted NSAs (NSA 3 east and NSA 6), will be made after SHA has identified the selected alternate and additional design information is available.

## **CITIZEN FOCUS GROUP**

A Focus Group comprised of local residents, community leaders and business representatives has met with the study team to assist and provide feedback in the development of proposed improvements. Comments and suggestions received from the Focus Group have been evaluated and will be incorporated into the alternates, where possible as we move forward in the selection of an alternate.

## **REMAINING STEPS IN THE PROJECT PLANNING PROCESS**

- Address comments received from the Location/Design Public Hearing (Fall 2004)
- Select Alternate ( Spring 2005)
- Obtain Location and Design Approvals for the Selected Alternate (Fall 2005)

## **MEDIA USED FOR MEETING NOTIFICATION**

An advertisement appeared in the following newspapers to announce this public hearing:

- The Carroll County Times
- The Baltimore Sun
- The Westminster Gazette

A news release was distributed to local newspapers, and public service announcements were furnished to radio stations covering the project area.

Those on the project mailing list received direct notice of the public hearing.

## **DISCRIMINATION IN FEDERALLY ASSISTED AND STATE AID PROGRAMS**

For information concerning non-discrimination in federally assisted and state-aid programs, please contact:

Ms. Jennifer Jenkins, Chief  
Office of Equal Opportunity  
State Highway Administration  
707 North Calvert Street  
Baltimore, MD 21202  
(410) 545-0315

## **RIGHT OF WAY AND RELOCATION ASSISTANCE**

For information regarding right-of-way, please contact:

Mr. Patrick Minnick  
District - 7, Office of Real Estate  
State Highway Administration  
5111 Buckeystown Pike  
Frederick, MD 21704  
(301) 624-8100

## **PROJECT PLANNING TEAM**

If you have any questions following tonight's Location/Design Public Hearing, please feel free to contact one of the Team Members below:

Mr. Raja Veeramachaneni, Director  
Office of Planning and Preliminary Engineering  
State Highway Administration  
Mailstop C-411  
707 North Calvert Street  
Baltimore, MD 21202  
(410) 545-0412

Mr. Robert Fisher, District Engineer  
District - 7  
State Highway Administration  
5111 Buckeystown Pike  
Frederick, MD 21704  
(301) 624-8100

Ms. Carmeletta T. Harris, Project Manager  
Project Planning Division  
State Highway Administration  
Mailstop C-301  
707 North Calvert Street  
Baltimore, MD 21202  
(410) 545-8522  
Toll Free in Maryland: 1-800-548-5026  
E-mail: [charris@sha.state.md.us](mailto:charris@sha.state.md.us)

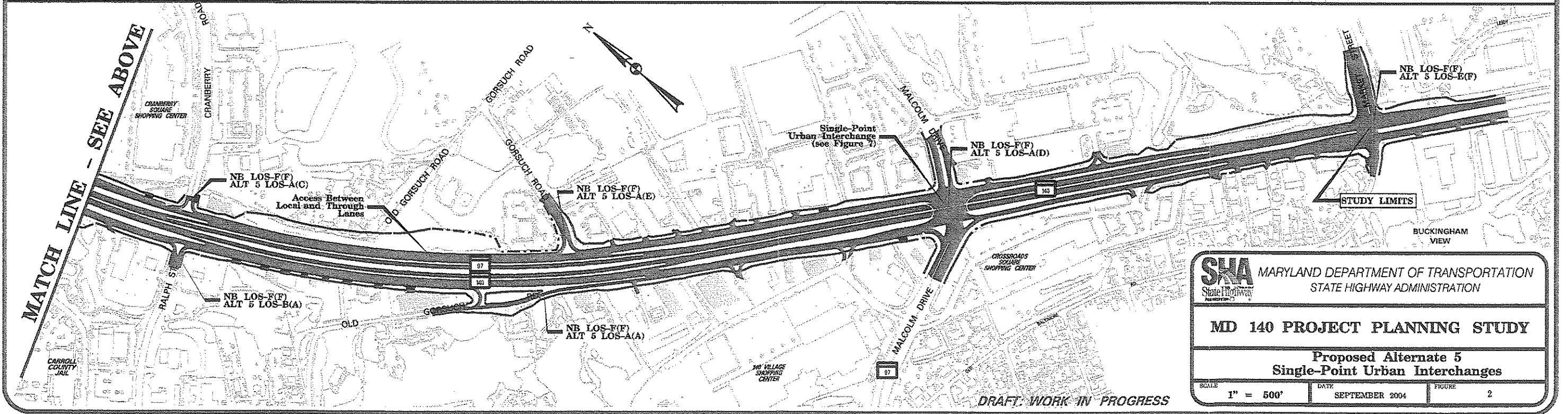
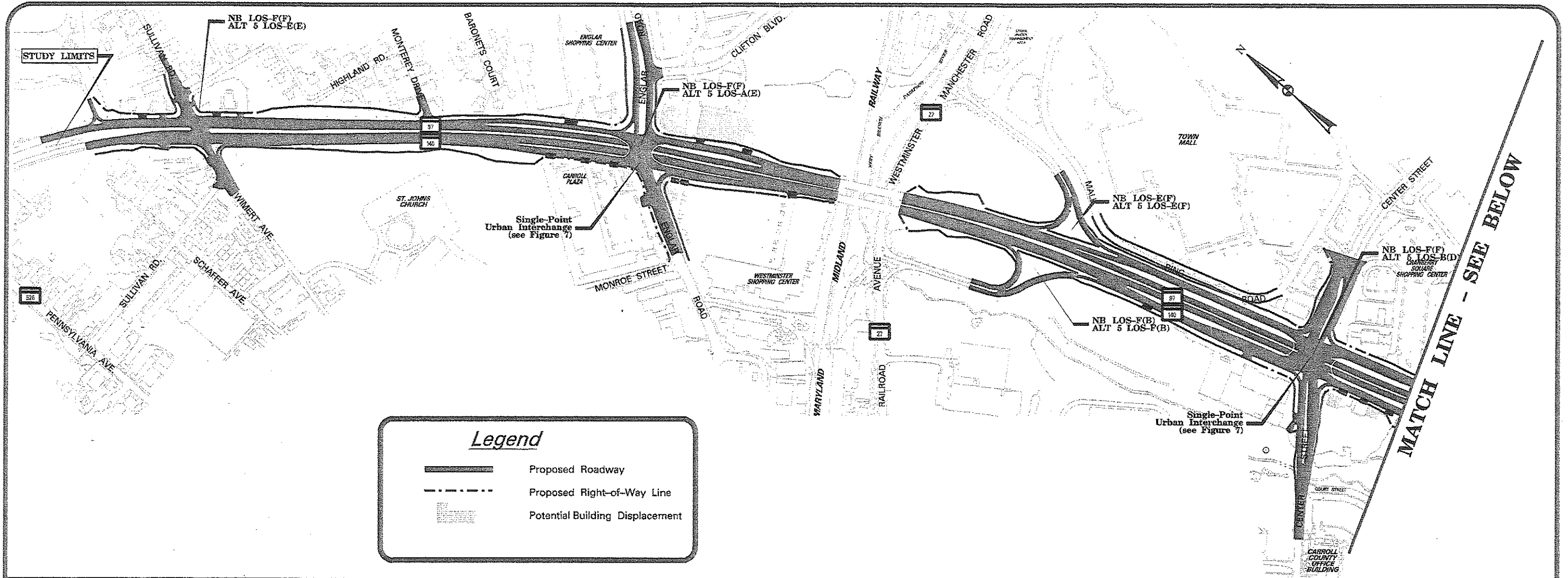
Ms. Caryn Brookman  
Federal Highway Administration  
10 S. Howard Street, Suite 2450  
Baltimore, MD 21201  
(410) 779-7145

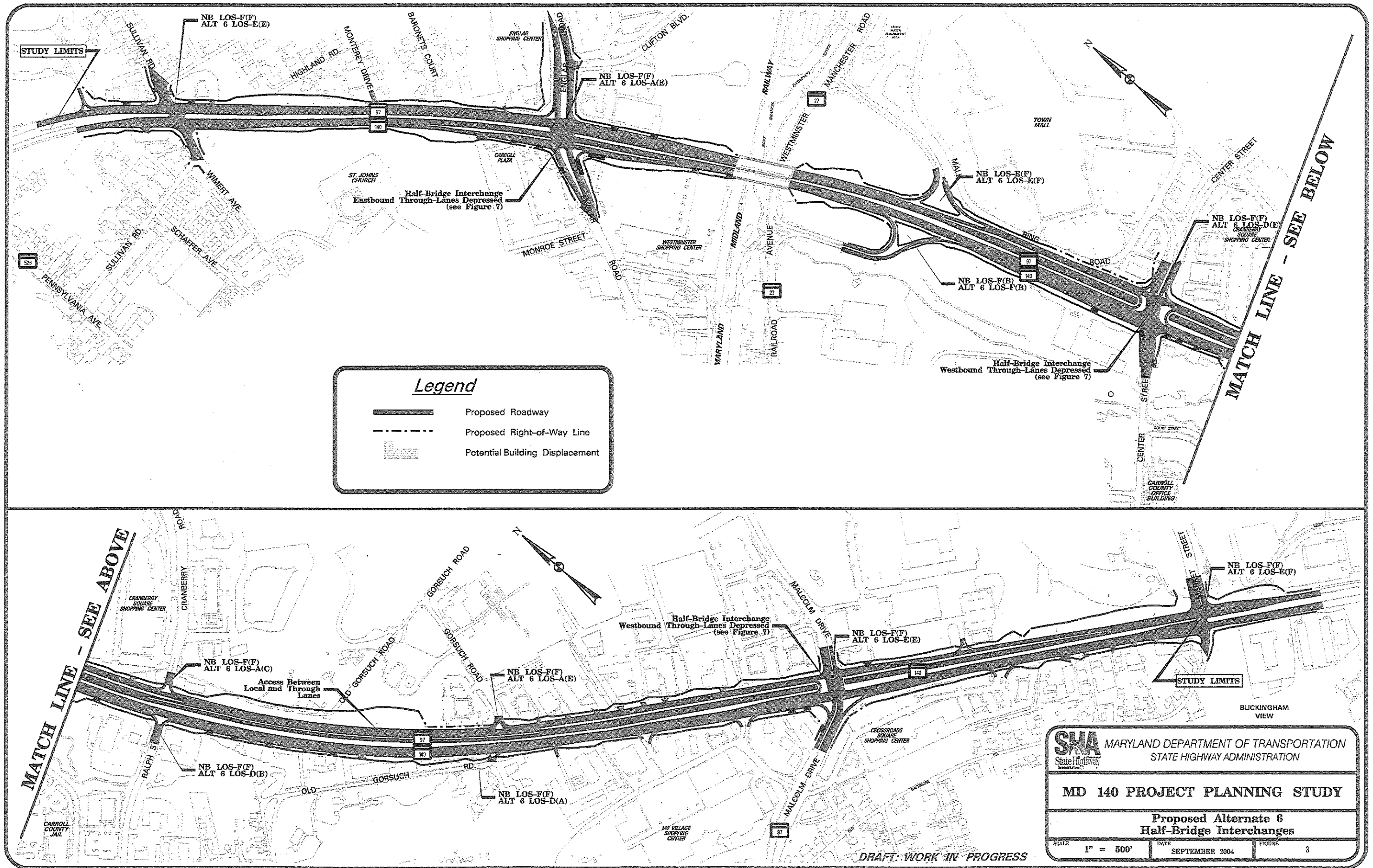
Table 1 Summary of Impacts and Costs

Impacts	Alt. 1 No-Build	Alt. 2 TSM/ TDM	Alt. 5 SPUI	Alt. 6 Half-Bridge	Alt. 7 CFI
<b>Socioeconomic</b>					
1. Displacements					
a. Business/Commercial	0	4	29	25	6
b. Residential	0	0	1	1	0
<b>TOTAL</b>	0	4	30	26	6
2. Right of Way (acres)					
a. Business/Commercial	0	20.9	31.1	27.3	25.5
b. Residential	0	2.2	2.2	2.2	2.3
c. Institutional	0	0.5	1.5	1.3	1.5
d. Undeveloped	0	3.9	5.8	5.4	6.0
e. Other	0	0	0.2	0.01	3.0
<b>TOTAL</b>	0	27.5	40.8	36.2	38.3
3. Consistent with area land use plan?	yes	yes	yes	yes	Yes
<b>Natural Environment</b>					
1. Streams (linear feet)	0	111	193	180	197
2. Wetlands (acres)	0	0	0.01	0	0.03
3. Forests (acres)	0	1.2	2.8	2.6	4.3
<b>Approximate Cost (millions)</b>	\$0	\$65-\$75	\$215-\$230	\$190-\$205	\$100-\$110

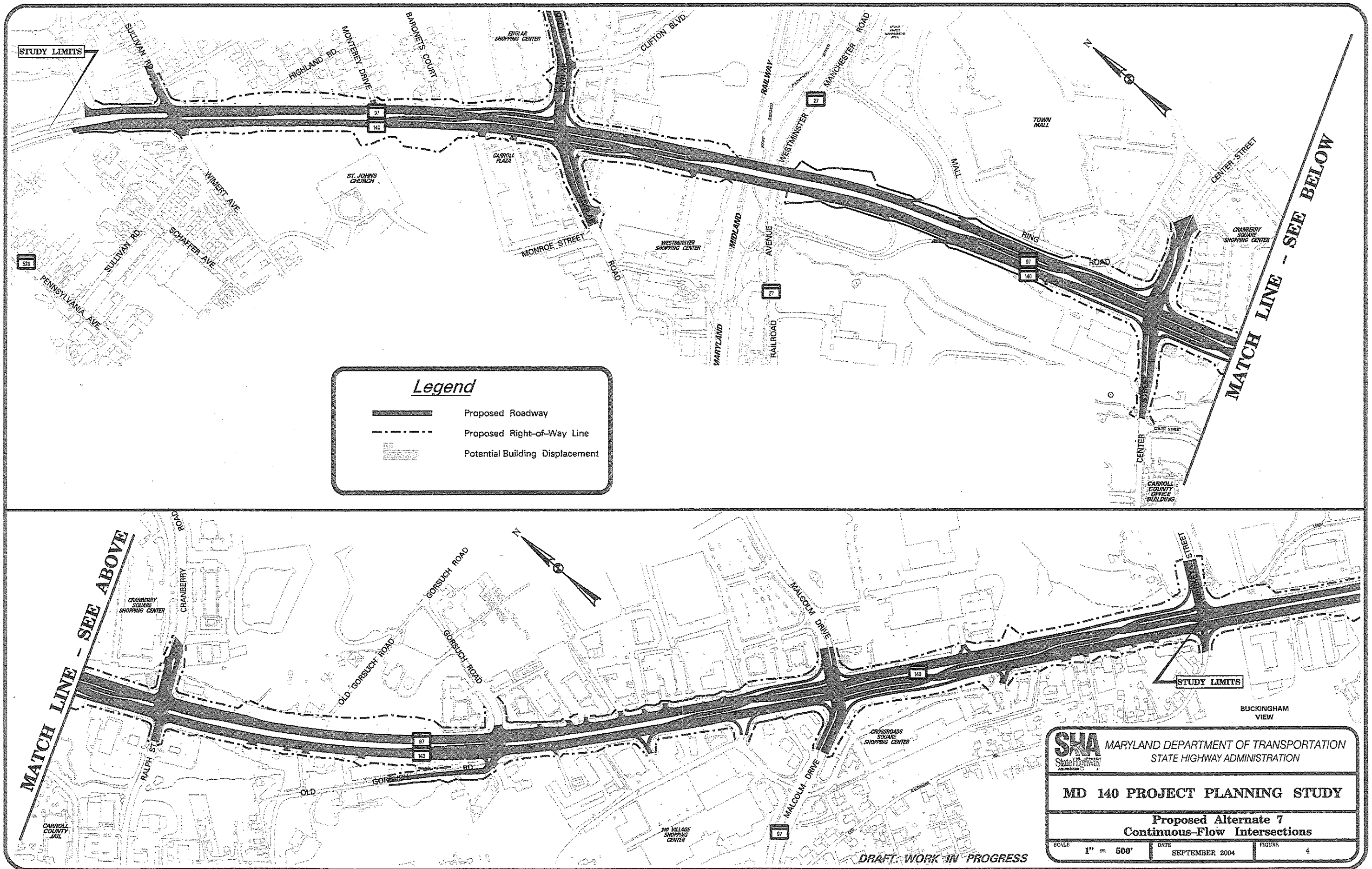




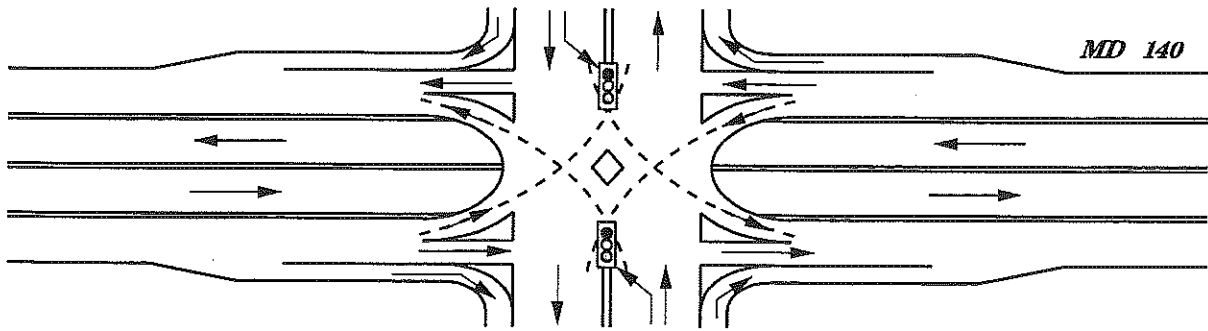






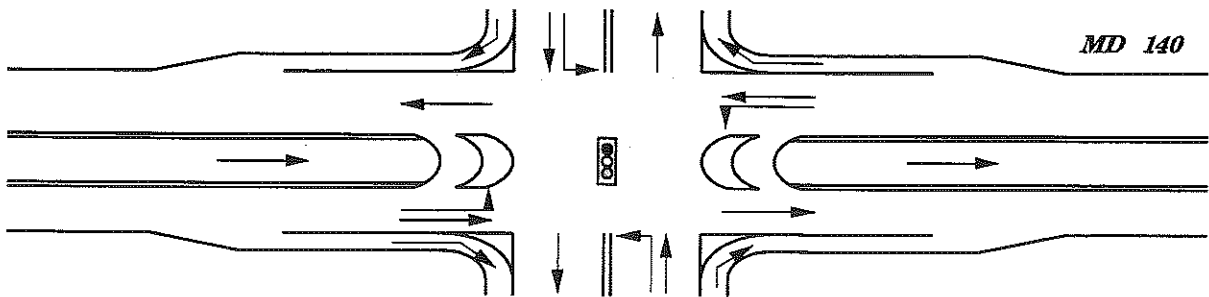


### ALTERNATE 5



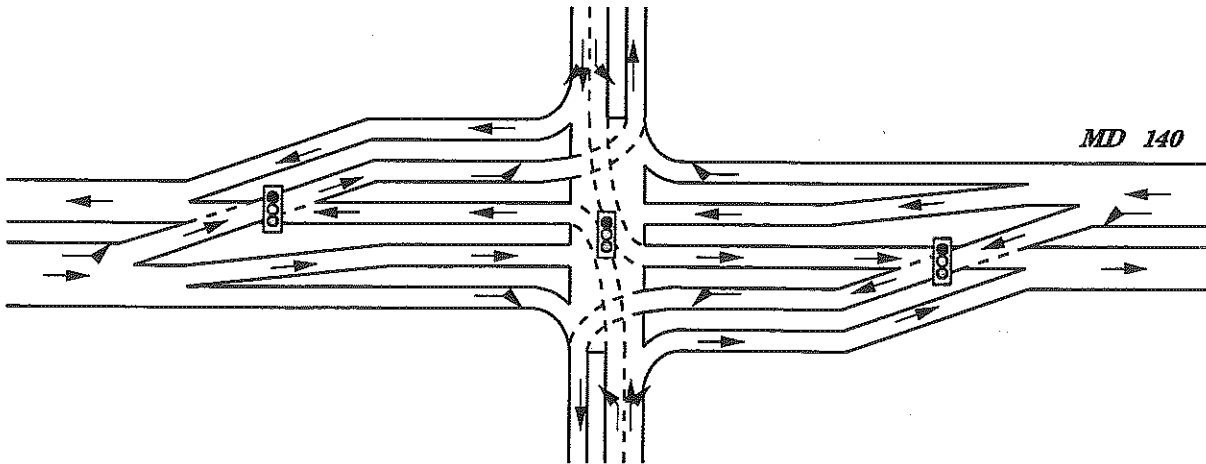
*Typical Single-Point Urban Interchange  
Used at Englar Road, Center Street, and Malcom Drive*

### ALTERNATE 6



*Typical Half-Bridge Interchange  
Used at Englar Road, Center Street, and Malcom Drive*

### ALTERNATE 7



*Typical Continuous Flow Intersection  
Used at Englar Road, Center Street, and Malcom Drive*



MARYLAND DEPARTMENT OF TRANSPORTATION  
STATE HIGHWAY ADMINISTRATION

MD 140 PROJECT PLANNING STUDY

TYPICAL INTERCHANGE CONCEPTS

SCALE

N.T.S.

DATE

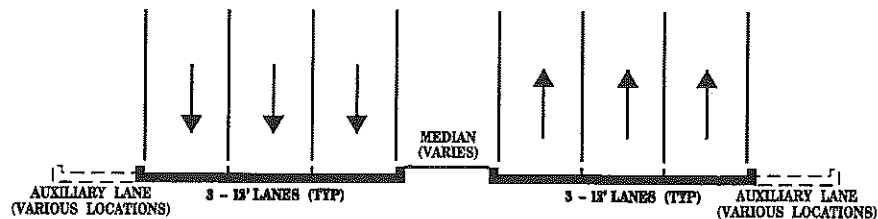
SEPTEMBER 2004

FIGURE

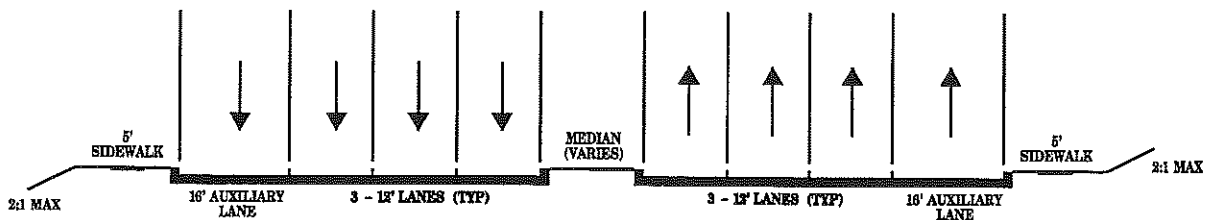
5

DRAFT: WORK IN PROGRESS

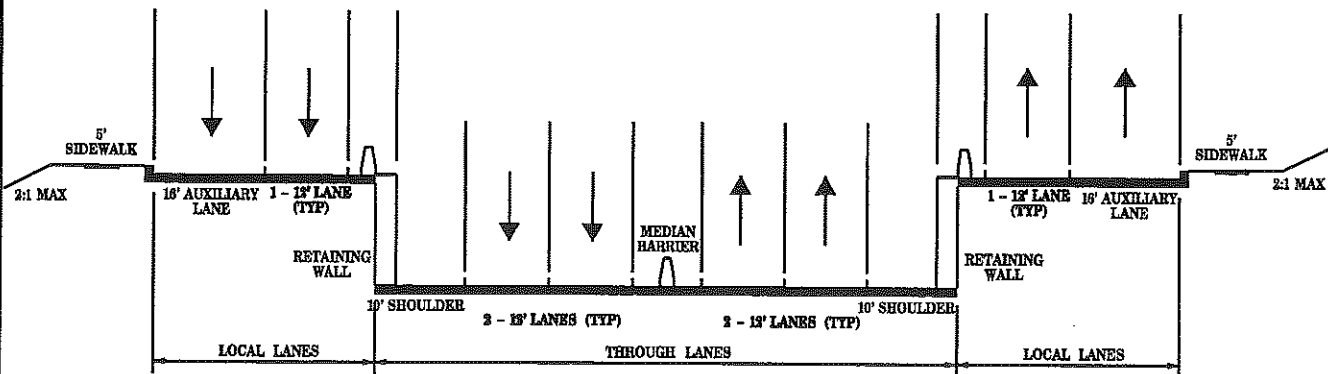
### Existing Typical Section (Alternate 1)



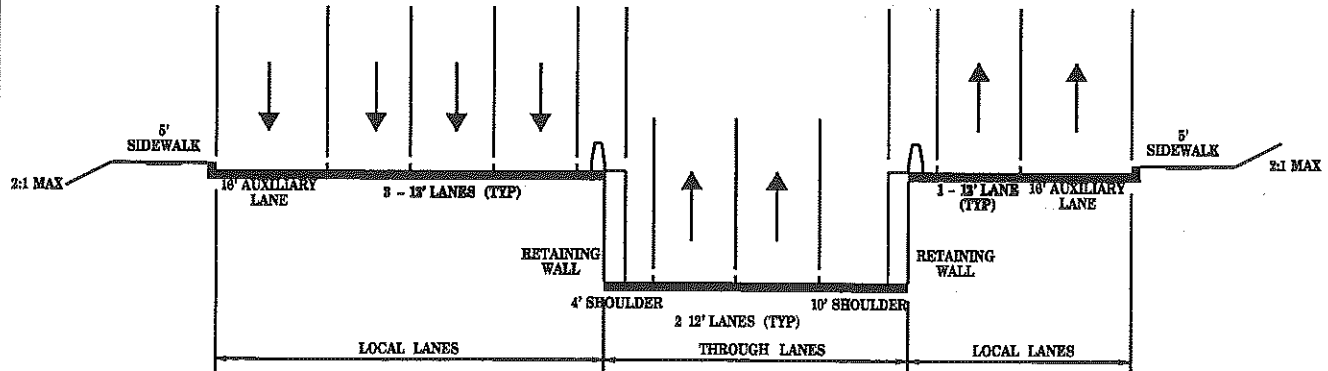
### Proposed Typical Section (Alternates 2 & 7)




### Proposed Typical Section (Alternate 5)



### Proposed Typical Section (Alternate 6)



 <b>MARYLAND DEPARTMENT OF TRANSPORTATION</b> STATE HIGHWAY ADMINISTRATION		
<b>MD 140 PROJECT PLANNING STUDY</b>		
<b>CROSS SECTIONS</b>		
SCALE	DATE	FIGURE
N.T.S.	SEPTEMBER 2004	6

DRAFT: WORK IN PROGRESS

STATE HIGHWAY ADMINISTRATION  
QUESTIONS AND/OR COMMENTS

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CL702A11  
LOCATION/DESIGN PUBLIC HEARING

MD 140 TRANSPORTATION IMPROVEMENT STUDY  
FROM MARKET STREET TO SULLIVAN ROAD

TUESDAY, OCTOBER 26, 2004  
5:30 P.M. - 8:30 P.M.

HENRY C. EVANS ARMORY  
350 HAHN ROAD  
WESTMINSTER, MD 21157

PLEASE NAME \_\_\_\_\_ DATE \_\_\_\_\_  
PRINT ADDRESS \_\_\_\_\_  
CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

I/We wish to comment or inquire about the following aspects of this project:

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☐ Please add my/our name(s) to the Mailing list.

☐ Please delete my/our name(s) to the Mailing list.

\* Persons who have received a copy of this brochure through the mail are already on the project Mailing List.

From: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_



\_\_\_\_\_  
**FIRST CLASS**

\_\_\_\_\_  
Permit No. 17715  
Baltimore, MD  
\_\_\_\_\_

\_\_\_\_\_  
**BUSINESS REPLY MAIL**  
\_\_\_\_\_

No Postage Necessary if Mailed in the United States. Postage will be paid by:



***Maryland Department of Transportation***

STATE HIGHWAY ADMINISTRATION

OFFICE OF PLANNING AND

PRELIMINARY ENGINEERING

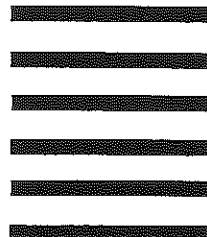
**ATTN: Carmeletta Harris**

**Project Manager**

MAIL STOP C-301

BOX 717

BALTIMORE, MD 21203-0717



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# Help Us Improve

To help us improve our public involvement program, we would appreciate your thoughts on this **project brochure**.

*Please circle the most appropriate number.*

	Poor			Excellent
Overall, was the brochure useful and informative?	1	2	3	4
<u>Was each part of the brochure easy to understand?</u>				
Purpose of the Study	1	2	3	4
Purpose of the Meeting	1	2	3	4
Public Comments	1	2	3	4
Project Status	1	2	3	4
Project Need	1	2	3	4
Project History	1	2	3	4
Description of Alternatives	1	2	3	4
Maps of Alternatives	1	2	3	4
Tables and Charts	1	2	3	4
Environmental Summary	1	2	3	4
Remaining Steps in Planning Process	1	2	3	4

**Which part of the brochure was most valuable?**

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**Which part of the brochure was least valuable?**

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**How can we improve the brochure?**

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Thank you for answering this questionnaire. Please return it to us by mail or bring it with you to the meeting.

From: \_\_\_\_\_  
\_\_\_\_\_  
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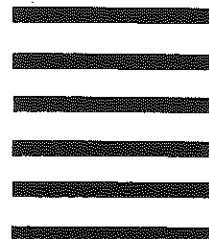
PRELIMINARY ENGINEERING

**ATTN: Public Involvement Section**

MAIL STOP C-301

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Maryland Department of Transportation  
**STATE HIGHWAY ADMINISTRATION**  
Project Planning Division  
Mail Stop C-301  
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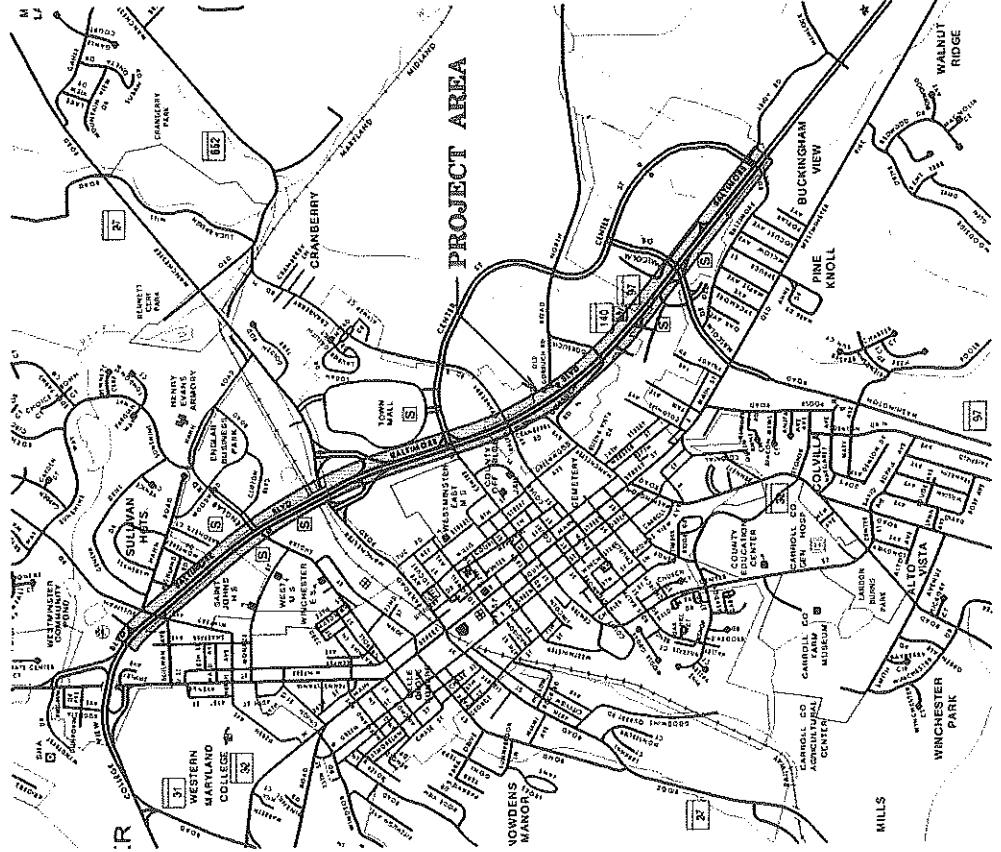


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# WELCOME



The purpose of this hearing is to present the findings of the Proposed Alternates for the MD 140 project.

## Tonight's Agenda

Workshop at 5:30pm

Presentation and Testimony at 7:00pm

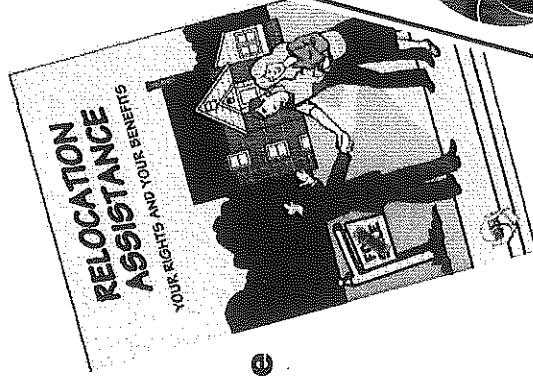
Private Testimony Available

*Thank You  
For Attending*

[www.marylandroads.com](http://www.marylandroads.com)



# RIGHT-OF-WAY



## Right-of-Way and Relocation Assistance

Please See a Representative at Tonight's  
Meeting For Information Regarding  
Right-of-Way and Relocation Assistance

### For Additional Information Please Contact:

**Mr. Patrick Minnick, Division Chief**  
**District 7 Right-of-Way**  
**Maryland State Highway Administration**  
**5111 Buckeystown Pike Frederick, MD 21074**  
**301-624-8156**

# PURPOSE AND NEED

**Purpose:** The purpose of this project is to develop transportation solutions to handle existing and future levels of traffic, to improve safety for bicyclists and pedestrians and to improve access to area businesses along MD 140.

- Need:**
- Existing MD 140 will not be able to accommodate projected traffic levels for the year 2025
  - Accident rates are anticipated to increase with projected increases in traffic
  - MD 140 is expected to continue to be a core Carroll County business area
  - Improve pedestrian and bicycle circulation within and between adjacent land uses
  - Improve overall accessibility in MD 140 corridor in accordance with City and County Master Plans
  - Traffic volumes and congestion will worsen and all intersections will fail by the year 2025.

# LEVEL OF SERVICE INFORMATION

Intersection Level-of-Service (LOS) and Average Delay (Avg. Delay)									
Forecast Year = 2025		Sullivan Road	Englar Road	Center Street	Cranberry Rd/ Ralph Street	Gorsuch Road	Malcolm Drive	Market Street	
Alternate 1 (No-Build)	LOS <sup>1</sup> AM (PM)	F (F)	F (F)	F (F)	F (F)	F (F)	F (F)	F (F)	
	Avg. Delay <sup>2</sup> (seconds)	65.1	103.2	111.1	30.2	114.5	151.4	128.9	
Alternate 2 (TSM)	LOS <sup>1</sup> AM (PM)	E (E)	F (F)	F (F)	D (E)	D (F)	E (F)	E (F)	
	Avg. Delay <sup>2</sup> (seconds)	27.7	62.1	28.3	12.5	18.5	61.7	61.7	
Alternate 5 (SPUI)	LOS <sup>1</sup> AM (PM)	E (E)	A (E)	B (D)	N/A*	N/A*	A (D)	E (F)	
	Avg. Delay <sup>2</sup> (seconds)	44.9	33.2	30.2			53.0	75.8	
Alternate 6 (Half Bridge)	LOS <sup>1</sup> AM (PM)	E (E)	A (E)	D (E)	N/A*	N/A*	E (E)	E (F)	
	Avg. Delay <sup>2</sup> (seconds)	44.9	37.2	37.5			36.3	83.4	
Alternate 7 (CTI)	LOS <sup>1</sup> AM (PM)	E (E)	E (E)	F (F)	D (E)	D (F)	E (F)	E (F)	
	Avg. Delay <sup>2</sup> (seconds)	32.2	25.0	23.8	11.1	20.4	22.6	20.4	

<sup>1</sup>Based on critical lane analysis. Each intersection is analyzed independently.

<sup>2</sup>Based on VSSIM analyses for PM peak hour. All intersections for a given alternate are analyzed as part of a single system.

\*N/A - Not Applicable; Right-in/right-out access only under Alternates 5 and 6.



# RANGE OF IMPACTS AND COSTS

Impacts	Alternate 1 No-Build	Alternate 2 TSM/TDM	Alternate 5 SPUI	Alternate 6 Half-Bridge	Alternate 7 CFI
<b>Socioeconomic</b>					
1. Displacements					
a. Business / Commercial / Industrial	0	4	29	25	6
b. Residential	0	0	1	1	0
<b>TOTAL</b>	0	4	30	26	6
2. Right-of Way (acres)					
a. Business / Commercial / Industrial	0	20.9	31.1	27.3	25.5
b. Residential	0	2.2	2.2	2.2	2.3
c. Institutional	0	0.5	1.5	1.3	1.5
d. Undeveloped (Commercial / Residential)	0	3.9	5.8	5.4	6.0
e. Parkland / Historic Resources	0	0	0	0	0
f. Other	0	0	0.2	0.01	3.0
<b>TOTAL</b>	0	27.5	40.8	36.2	38.3
3. Consistent with area land use plans?	No	Yes	Yes	Yes	Yes
<b>Natural Environment</b>					
1. Streams (linear feet)	0	108	180	60	192
2. Wetlands (acres)	0	<1	<1	<1	<1
3. Forests (acres)	0	1.2	2.8	2.6	4.3
<b>Approximate Cost (millions)</b>					
1. Preliminary Engineering	\$0	\$4-\$5	\$18-\$22	\$17-\$21	\$7-\$9
2. Right-of-Way	\$0	\$34-\$37	\$65-\$68	\$59-\$62	\$43-\$46
3. Construction	\$0	\$27-\$33	\$132-\$140	\$114-\$122	\$50-\$55
<b>TOTAL</b>	\$0	\$65-\$75	\$215-\$230	\$190-\$205	\$100-\$110



# **ALTERNATES UNDER CONSIDERATION**

## **MD 140 Transportation Improvement Study**

**Alternate 1 – No-Build**

**Alternate 2 – Transportation System Management**

**Alternate 5 – Single-Point Urban Interchanges (SPUI)**

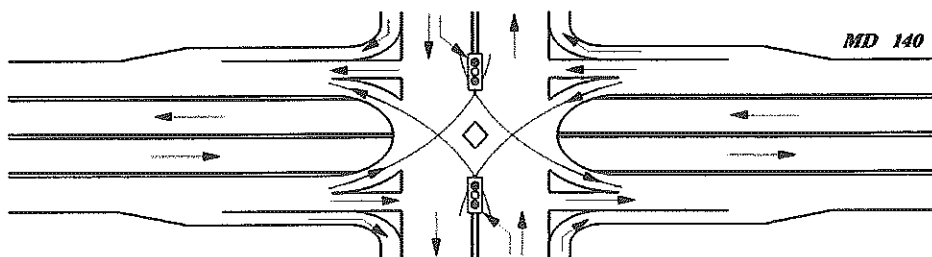
**Alternate 6 – Half-Bridge Interchanges**

**Alternate 7 – Continuous Flow Intersections**

*Please See the Display Mapping for Detailed Information*

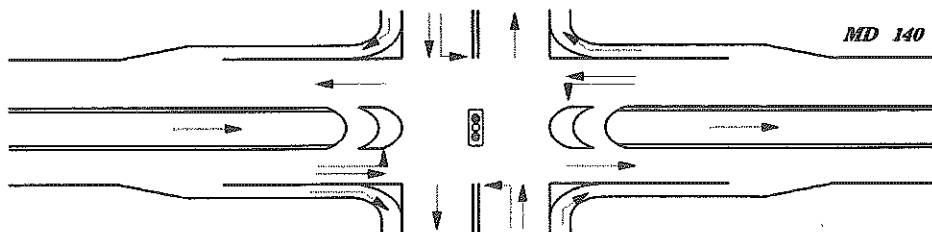
# INTERCHANGE CONCEPTS

ALTERNATE 5



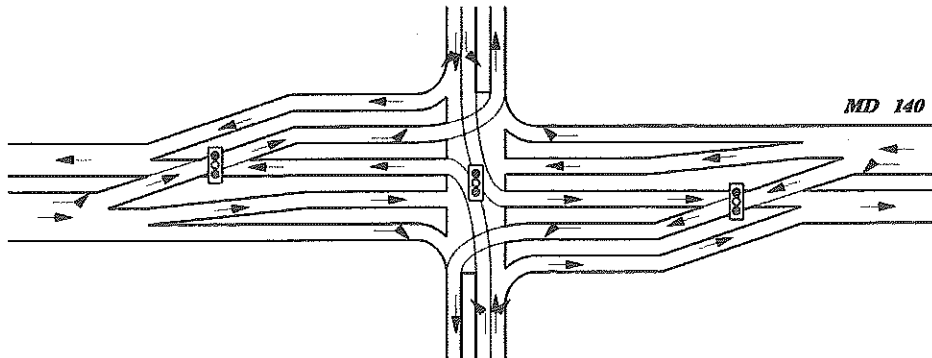
*Typical Single-Point Urban Interchange  
Used at Englar Road, Center Street, and Malcom Drive*

ALTERNATE 6



*Typical Half-Bridge Interchange  
Used at Englar Road, Center Street, and Malcom Drive*

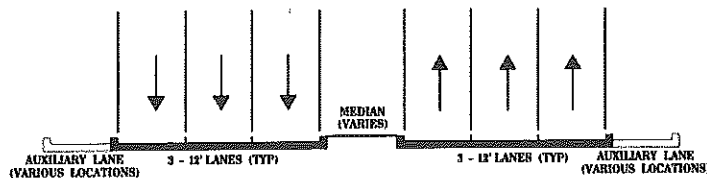
ALTERNATE 7



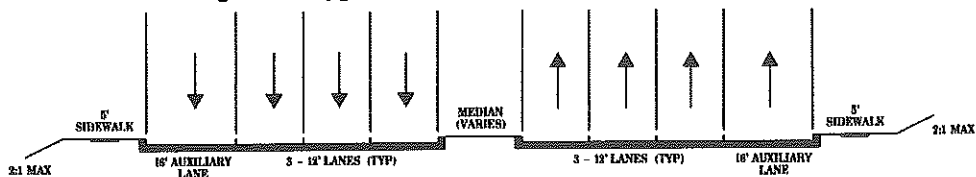
*Typical Continuous Flow Intersection  
Used at Englar Road, Center Street, and Malcom Drive*

# CROSS SECTIONS

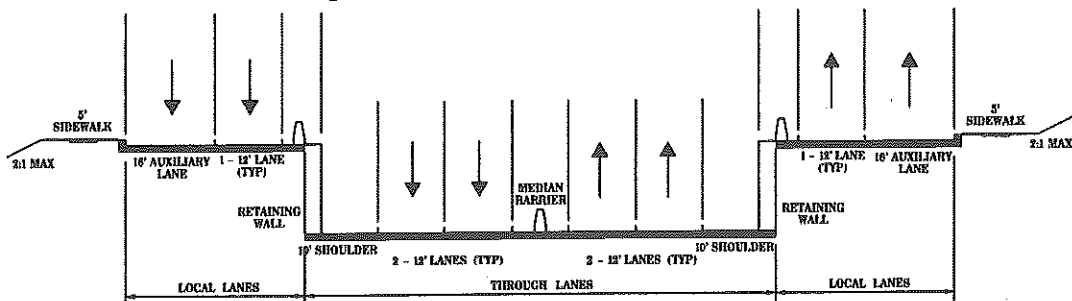
**Existing Typical Section (Alternate 1)**



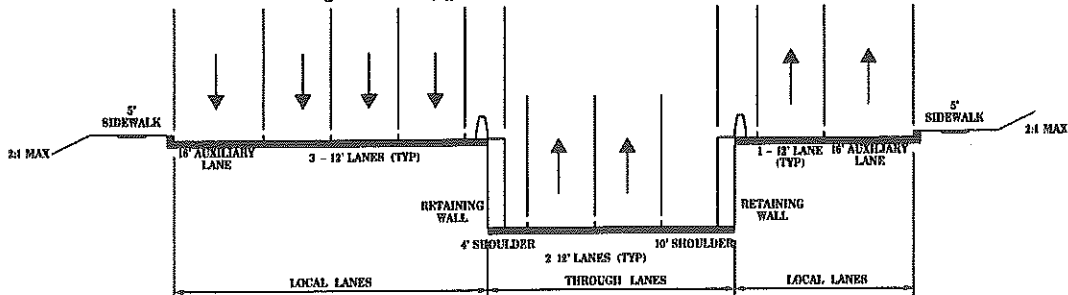
**Proposed Typical Section (Alternates 2 & 7)**



**Proposed Typical Section (Alternate 5)**



**Proposed Typical Section (Alternate 6)**







## **FREQUENTLY ASKED QUESTIONS**

**What improvements in pedestrian and bicycle accommodation are included in the build alternates?**

- Pedestrian crosswalks included at each major intersection
- Sidewalks provided along both sides of MD 140
- 16-foot outside lanes provided for bicycle accommodation on MD 140

**How will the alternates affect access to and visibility of properties along MD 140?**

- Access consolidation to minimize redundant access locations and improve safety
- Introduction of auxiliary lanes where necessary to improve safety of turning vehicles
- Lower mainline MD 140 to minimize visual impact from service roads
- Continue coordination with property owners during all phases of the MD 140 study

**What if they need to acquire my business / home?**

- SHA will work with impacted property owners to discuss impacts and options
- Appraisals will be undertaken to determine the fair market value for each impacted home or business
- Right-of-Way representatives are available tonight at the Right-of-Way Display to answer detailed questions

**Wouldn't the interchanges increase speeds and turn MD 140 into a freeway?**

- Interchange alternates improve operations by separating local and through traffic
- Decrease in delay at intersections would decrease travel time through the corridor
- Design elements will be considered to maintain the existing posted speed limits

**Why has SHA chosen to lower MD 140 at the interchanges?**

- Maintain sense of community cohesion
- Preserve existing business access and minimize visual impacts
- Minimize impacts to properties along the cross streets
- Depressed roadway sections help minimize noise impacts

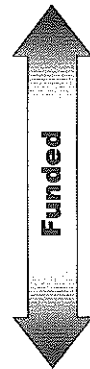


## NEXT STEPS

### Where Do We Go From Here?

#### Project Planning Process

- Address Comments Received from the Location / Design Public Hearing – Fall 2004
- Select Alternate – Spring 2005
- Obtain Location and Design Approvals for the Selected Alternate – Fall 2005



#### Final Design and Right-of-Way Acquisition\*

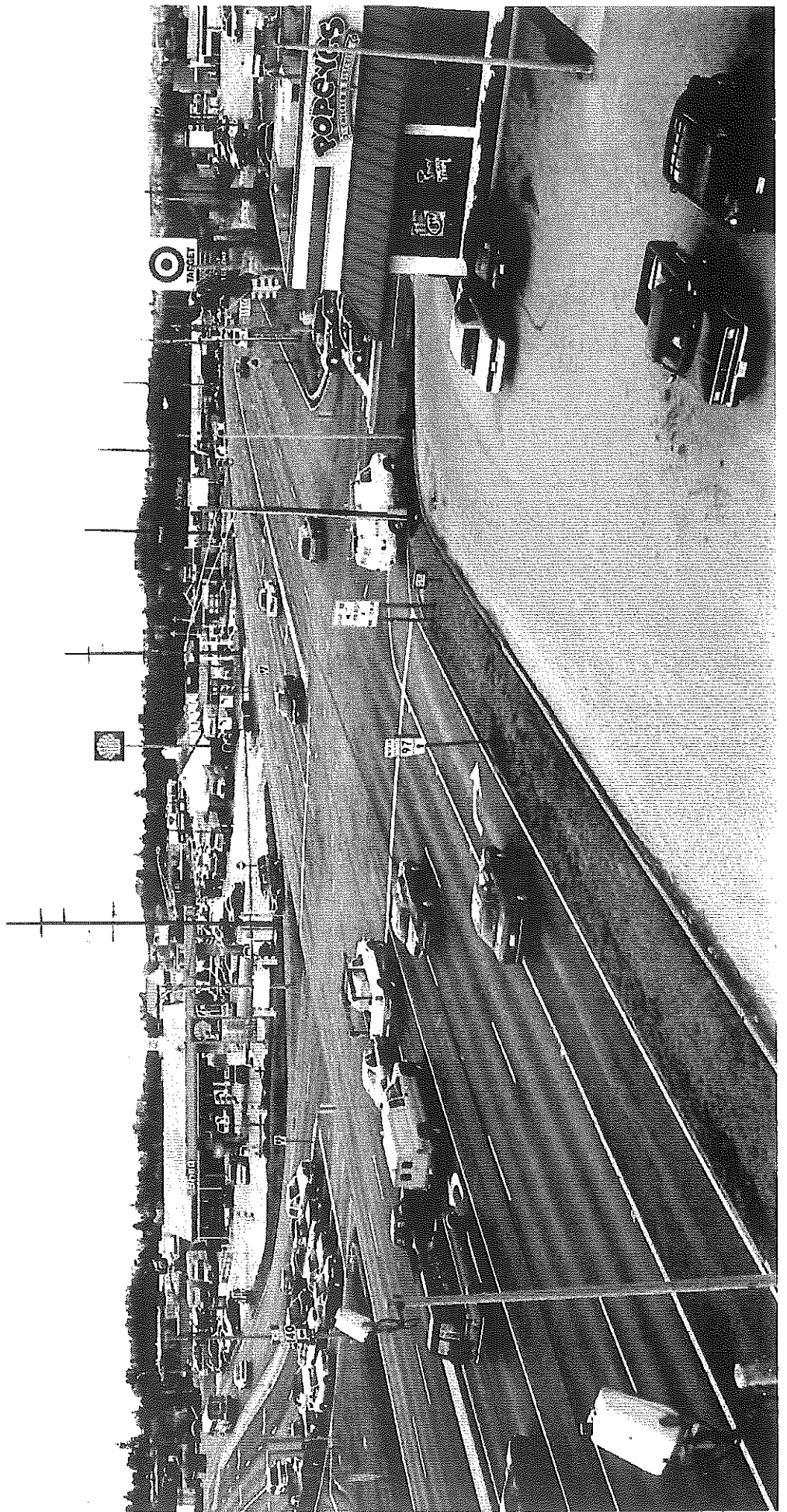
- Final Design and Right-of-Way Acquisition – 2 to 3 Years

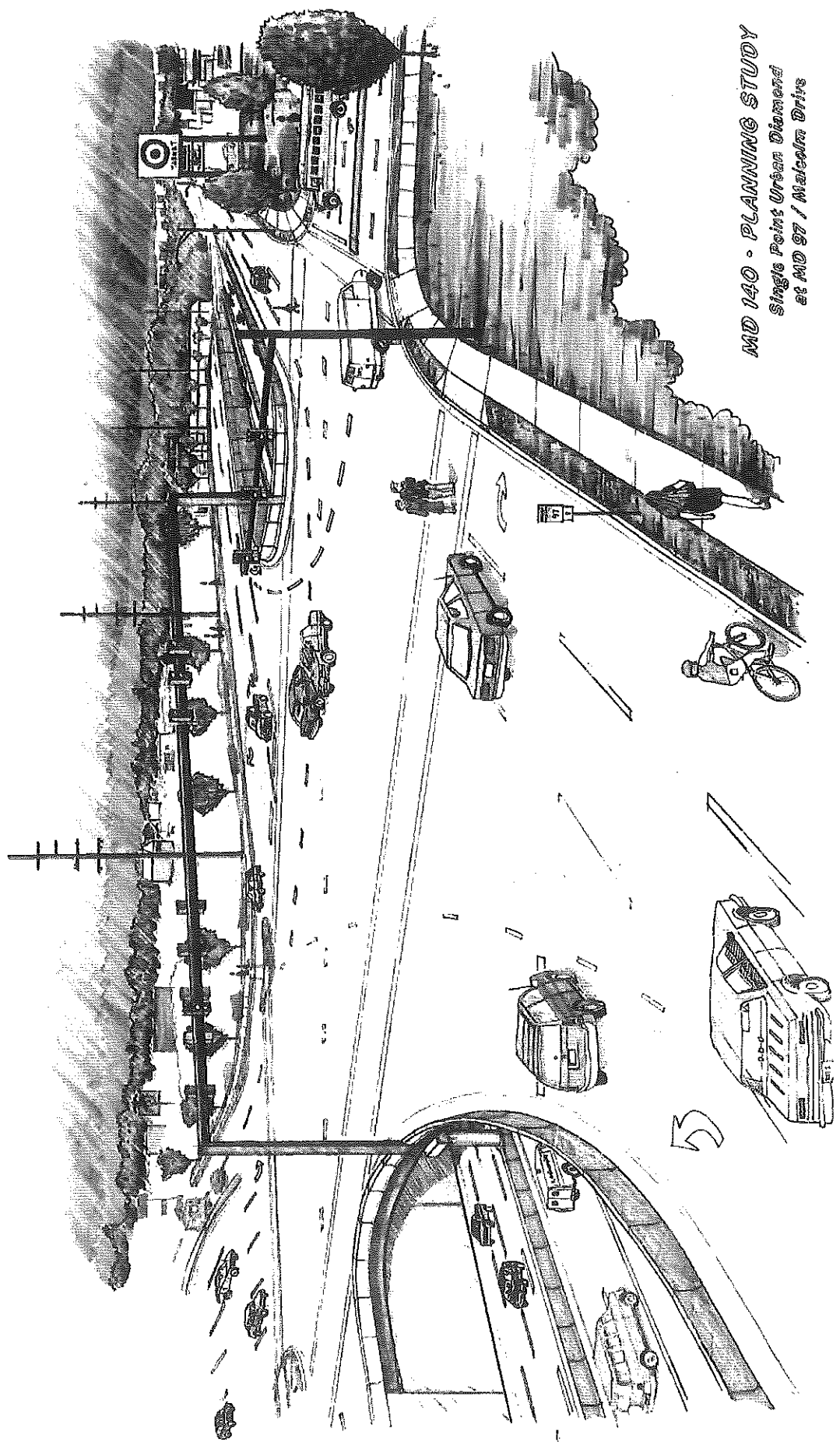


#### Construction\*

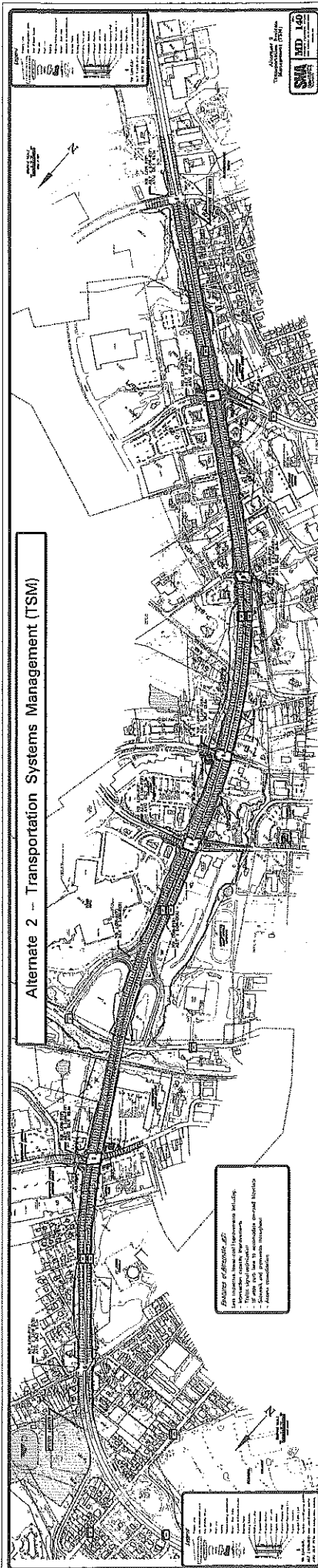
- Projected Project Construction Time - 2 to 3 Years

\*Based on Funding Availability

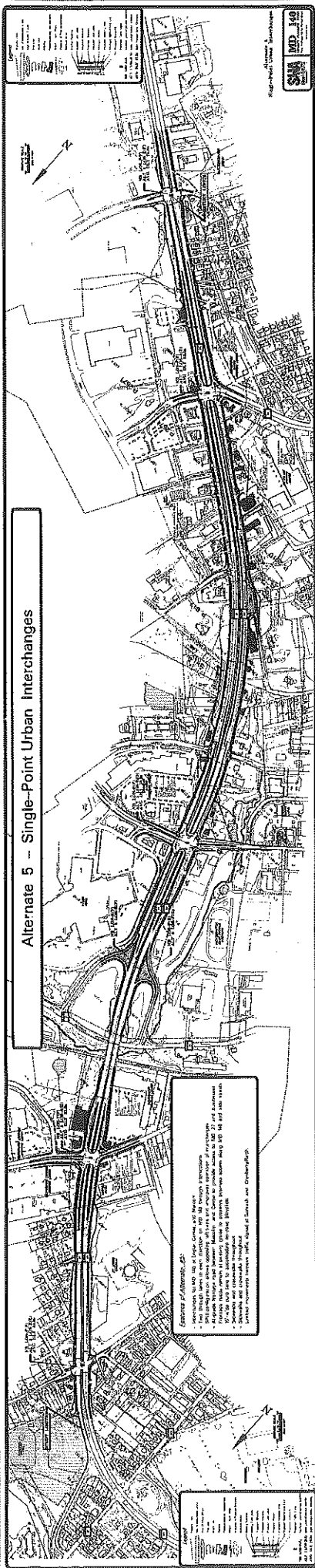


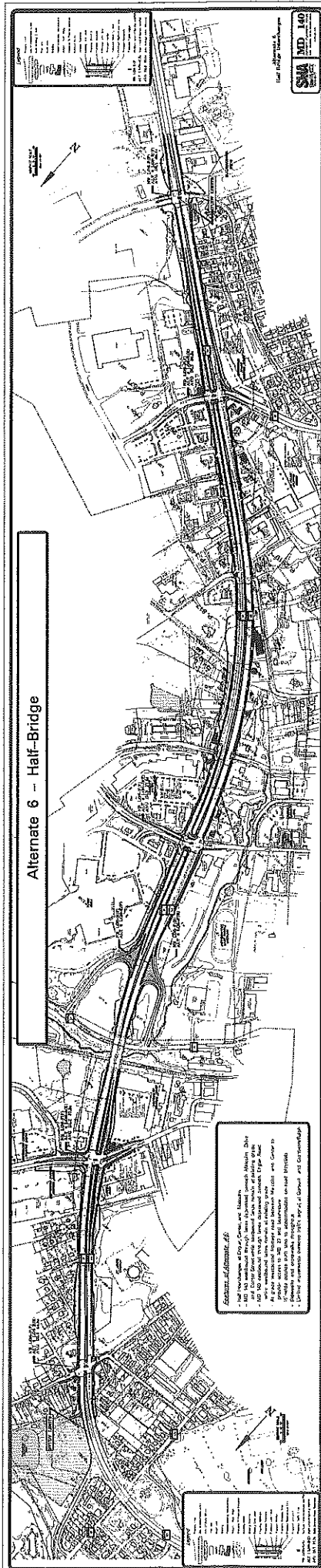


MD 140 - PLANNING STUDY  
Single Point Urban Diamond  
at MD 97 / Malcolm Drive

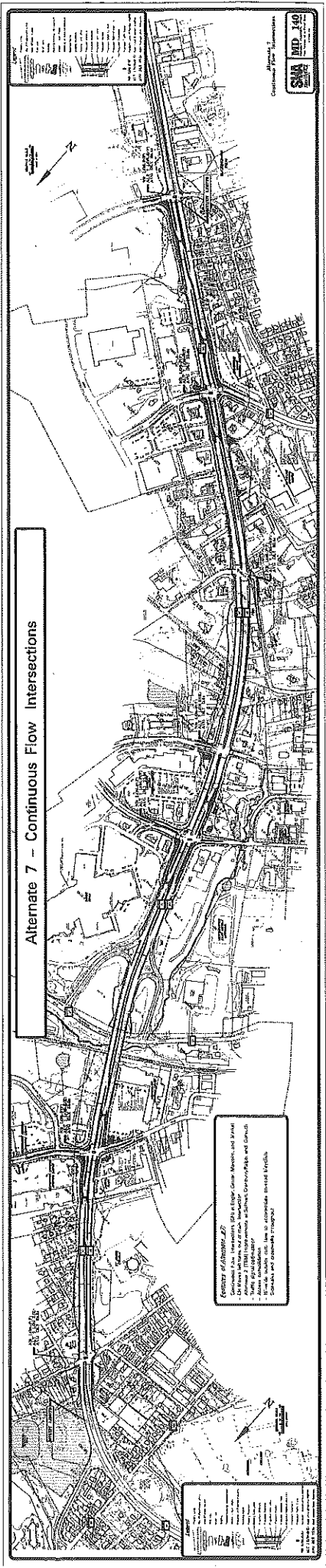


# Alternate 5 - Single-Point Urban Interchanges











# ENVIRONMENTAL SHA CONSIDERATIONS

## National Environmental Policy Act (NEPA)

Requires that we do everything possible to protect and enhance the natural, cultural and human environment. A complete study of all reasonable alternatives (including measures to avoid and minimize impacts) must be prepared, and the results must be made available to public officials and citizens before decisions are made.

### Natural Environment

- Geology/Groundwater Resources • Soils • Surface Water
- Floodplains • Wetlands • Aquatic Life • Wildlife

**Section 404 of the Clean Water Act, Nontidal Wetlands Protection Act**  
Regulates dredge and fill of Waters of the United States. Guidelines published by the Environmental Protection Agency for evaluating alternatives require that the Corps of Engineers evaluate the proposed project for environmental impacts (including historic and rare/threatened/endangered species impacts) and select the least environmentally damaging, practicable alternative.

**Endangered Species Act**  
Ensures that actions are not taken to jeopardize the continued existence of endangered or threatened species or result in the destruction or adverse modification of the critical habitat of such species.

### Cultural Environment

- Historic Structures • Archaeological Sites

**Section 106 of the National Historic Preservation Act**  
Requires that agencies take into account the effects of a project on properties that are included in or eligible for the National Register of Historic Places.

## Socio-Economic Environment

- Demographics • Community Facilities
- Economic Setting and Land Use • Noise • Air

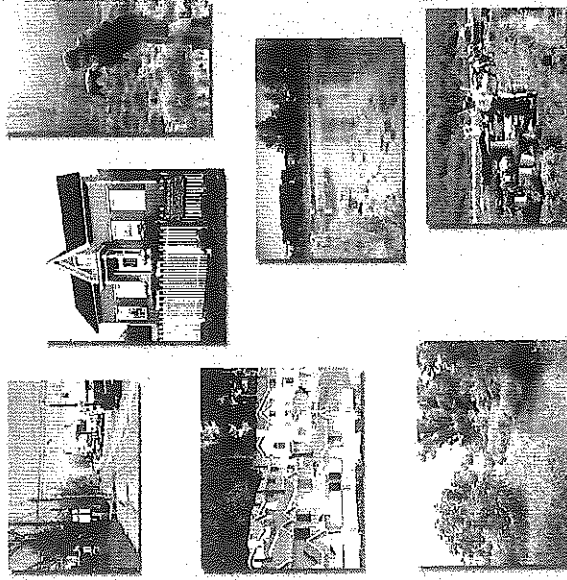
### Section 4(f) of the US Department of Transportation Act

Requires that special effort be made to preserve publicly owned public parks and recreation areas, wildlife/waterfowl refuges and historic sites. No project which requires land from these resources may be approved unless 1) there is no feasible and prudent alternative to the use of the land and 2) the action includes all possible planning to minimize harm to the property resulting from such use.

**Clean Air Act and Clean Air Act Amendments**  
A microscale air quality analysis must be performed to determine if there are violations of the State or National Ambient Air Quality Standards for carbon monoxide. Also, a conformity analysis must be completed by the Metropolitan Planning Organization to make sure the Transportation Improvement Plan conforms to the State Implementation Plan.

**Farmland Protection Policy Act**  
Requires that federal programs minimize conversion of farmland to non-agricultural uses (does not apply to farmland that is zoned or committed (planned) for urban development).

**Executive Order 12898 (Environmental Justice)**  
Requires that agencies identify and address disproportionately high and adverse human health or environmental effects on minority or low-income populations.





## What is Level of Service (LOS)?

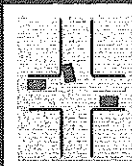


Level of Service is a quantitative measure of traffic operational conditions. Ranges of operation are defined for each type of roadway section (signalized intersections, freeways, ramp junctions and weaving sections) and are related to the amount of traffic demand at a given time as compared to the capacity of that type of roadway section.

Six levels of service are defined for each type of roadway section and are given letter designations from A to F, with A representing good operating conditions and F representing unsatisfactory operating conditions.

### Intersection

- Highly stable, free-flow condition with little or no congestion
- Delay: <10 seconds/vehicle



- Stable, free-flow condition with little congestion
- Delay: 10 to 20 seconds/vehicle



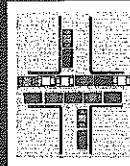
- Free-flow condition with moderate congestion
- Delay: 20 to 35 seconds/vehicle



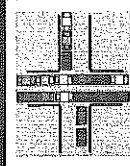
- Approaching unstable condition with increasing congestion
- Delay: 35 to 55 seconds/vehicle



- Unstable, congested condition
- Delay: 55 to 80 seconds/vehicle

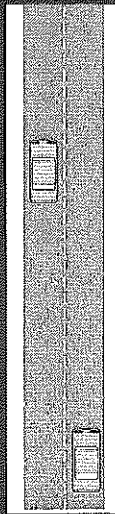


- Stop and go
- Delay: >80 seconds/vehicle

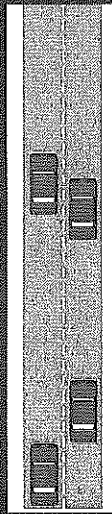


### Roadway

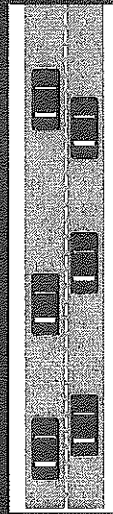
- Free flowing
- Uninterrupted vehicle



- Stable flow
- Other vehicles are more noticeable



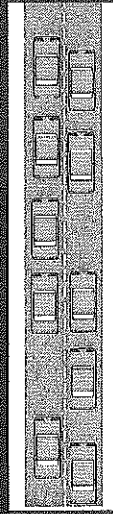
- Stable flow
- Vehicle operations affected by other vehicles



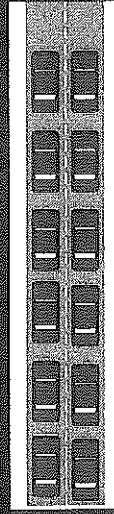
- High density free flow
- Operation of vehicle is affected by other vehicles



- High density traffic flow, nearing capacity
- Operating conditions are extremely poor



- Forced or breakdown flow
- Amount of traffic exceeds capacity



LOS A

LOS B

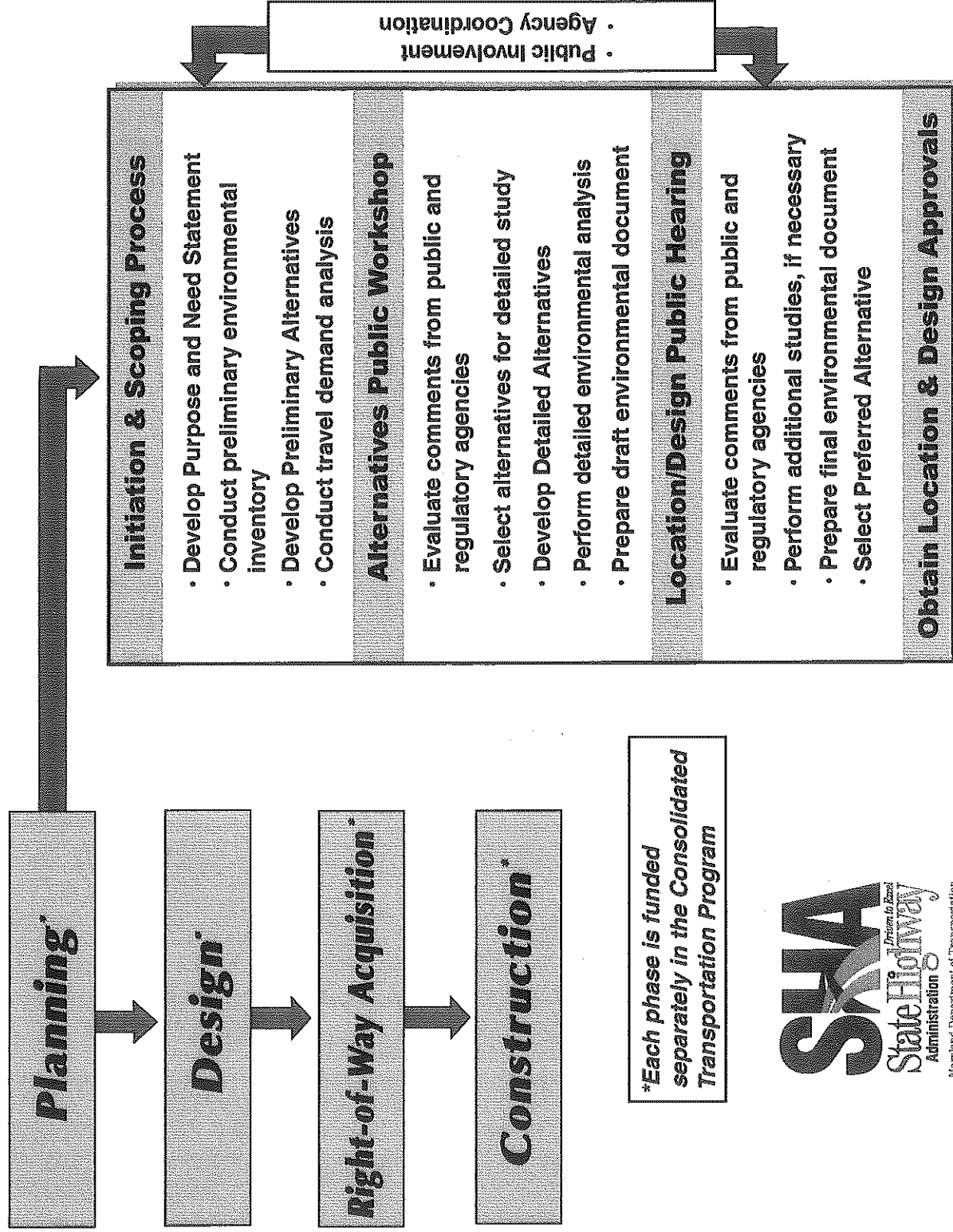
LOS C

LOS D

LOS E

LOS F

# PROJECT DEVELOPMENT PROCESS



*\*Each phase is funded separately in the Consolidated Transportation Program*